## OTHE PUBLIC MORKS COMMISSION 65 East State Street, Suite 312 Columbus, Onio 43215 (614) 466-0880

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90 CBD15

IMPORTANT: Applicant should	consult the "Instructions for Completion of Project Application
<u>for assistance in t</u>	the proper completion of this form.
APPLICANT NAME STREET	The City of Montgomery 10101 Montgomery Road
V///22!	Montgomery, Ohio 45242
CITY/ZIP	
PROJECT NAME	Montgomery Road - Phase IV
PROJECT TYPE	Roadway
TOTAL COST	\$ 901,707.00
DISTRICT NUMBER	2
COUNTY	<u> Hamilton</u>
PROJECT LOCATION	ZIP CODE 45242
DICTO	CT FUNDING RECOMMENDATION
To be comp	oleted by the District Committee ONLY
RECOMMENDED AMOUNT	<b>OF FUNDING:</b> \$ 638,618.00
FUNDI	NG SOURCE (Check Only One):
State Issue 2 District Allocation Grant Loan Loan Assistance	State Issue 2 Small Government Fund State Issue 2 Emergency Funds Local Transportation Improvement Fund
•	FOR OPWC USE ONLY
OPWC PROJECT NUMBER:	OPWC FUNDING AMOUNT: \$

1.1	CHIEF EXECUTIVE OFFICER TITLE STREET CITY/ZIP PHONE FAX	Jon Bormet City Manager 10101 Montgomery Road Montgomery, Ohio 45242  ( 513 ) 891 - 2424 ( 513 ) 891 - 2489
1.2	CHIEF FINANCIAL OFFICER TITLE STREET CITY/ZIP PHONE FAX	E.M. Pottebaum Finance Director 10101 Montgomery Road Montgomery, Ohio 45242  ( 513 ) 891 - 2424 ( 513 ) 891 - 2489
1.3	PROJECT MGR TITLE STREET  CITY/ZIP PHONE FAX	Joe Cron City Engineer 10101 Montgomery Road Montgomery, Ohio 45242  ( 513 ) 891 - 2424 ( 513 ) 891 - 2489
1.4	PROJECT CONTACT TITLE STREET CITY/ZIP PHONE	Joe Cron City Engineer 10101 Montgomery Road Montgomery, Ohio 45242
1.5	DISTRICT LIAISON TITLE STREET CITY/ZIP PHONE FAX	(513) 891 - 2424 (513) 891 - 2489 Mr. William Brayshaw, P.E.P.S. Chief Deputy County Engineer Hamilton County Engineer's Office 138 East Court Street, Room 700 Cincinnati, Ohio 45202 (513) 632 - 8691 (513) 723 - 9748
		· <del></del>

<u>IMPORTANT:</u> If project is multi-jurisdictional in nature, information must be <u>consolidated</u> completion of this section.

2.1 PROJECT NAME: Montgomery Road - Phase IV

## 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through D):

A. SPECIFIC LOCATION:

Main Street, from Montgomery Road to Terwilligers Alley.
Terwilligers Alley from Main Street to Montgomery Road
Specifically, from Station 0+68 to Station 23+25 (see attached map)

## B. PROJECT COMPONENTS:

- Rehabilitate and Resurface existing two lane roadway
- Replace deteriorated curb
- Replace deteriorated and inadequate storm drainage
- Improve geometrics at intersections of Main/Montgomery; Main/Cooper; Main/Remington
- Realign Terwilligers Alley from Main to Montgomery
- Signalize intersections at Main/Cooper and Main/Remington

## C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Current roadway is two/three lanes. The existing width varies from 24 feet to 34 feet. The rehabilitated roadway width would vary from 24 feet to 40 feet. The total length of the project is approximately 2260 L.F.

## D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project include current residential rates based on monthly usage of 7,756 gallons proposed service capacity vs proposed service level.

Based on a comprehensive traffic study by CDS Associates, Inc. The current level of service for the intersections of Main/Cooper and Main/Remington are 'F' and 'D', respectively. With the improved geometrics and new traffic signals, the level of service for both intersections will be improved to 'B'. This project proposes to improve the level of service on Main Street in order to provide a viable alternate to Montgomery Road through the downtown area. This would improve the level of service on Montogmery Road as well. Attached is a partial copy of the Traffic Study to verify the existing level of service versus the proposed level of service. The average daily traffic for Montgomery Road and Main Street is 19,850 (1988) and 10,685 respectively.

## 2.3 REQUIRED SUPPORTING DOCUMENTATION

(Photographs/Additional Description; Capital Improvements Report; Priority Listo-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying Instructions for furthedetail.

See attached pages

## PIO LYCOPECI LIMANICIAT IMPORMATION

## 3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:  1. Preliminary Engineering	\$N/A
	2. Final Design	\$ <u>N/A</u>
b)	<ol><li>Construction Supervision Acquisition Expenses</li></ol>	\$ <u>N/A</u>
	1. Land	s N/A
	2. Right-of-Way	\$ N/A
c)	Construction Costs	\$ 901,707.00
d)	Equipment Costs	\$
e)	Other Direct Expenses	Ś
f)	Contingencies	\$
g)	TOTAL ESTIMATED COSTS	\$ 901,707.00

## 3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

۳.۱	tion of the 17th of October 1911	Dollars	%
a) b) c) d)	Local In-Kind Contributions Local Public Revenues Local Private Revenues Other Public Revenues	\$\$ \$222,790.00 \$	24.7
	<ol> <li>ODOT</li> <li>FMHA</li> <li>OEPA</li> <li>OWDA</li> <li>CDBG</li> <li>Otherc.w.w.</li> </ol>	\$ \$ \$ \$ \$	4.5
e) <sup>-</sup>	OPWC Funds 1. Grant 2. Loan 3. Loan Assistance	\$ <u>638,618.00</u> \$	70.8
f)	TOTAL FINANCIAL RESOURCES	\$ <u>901,707.00</u>	100.0

If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

## 3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information <u>must be attached to this project application</u>:

The date funds are available;

Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

Cost Item - Non desi Prepald - Cost paid OPV Resource Category - Sour Invo	ce of funds (see section ice(s) and copies of volume of Management of Management of Management of Management of Management of the Manageme	cluding preliminar is (land or right-of- n costs directly reliable executed Projectly exe	way).  ated to the project  act Agreement fro  o for prepaid costion (see section 1.4)
COST ITEM	RESOURCE	CATEGORY	COST
1)			\$
2)			\$
3)			\$
TOTAL OF PREPA  3.5 REPAIR/REPLAC  This section need only be co	EMENT or NEW/EXPA	ANSION	CIO funda
TOTAL PORTION OF PROJECT		,	
State Issue 2 Funds for (Not to Exceed 9	Repair/Replacement	\$ 709,652.00 \$ 638,618.00	
TOTAL PORTION OF PROJECT State Issue 2 Funds for (Not to Exceed 5	New/Expansion	\$ 192,055.00 \$	<u>21.3</u> %
4.0 PROJECT SCHED	ESTIMATED START DATE	ESTIMATED COMPLETE DA	TE
4.1 ENGR. DESIGN 4.2 BID PROCESS 4.3 CONSTRUCTION	/	//	Complete 10/14/92 B/D

Definitions:

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Jon Bormet, City Manager

Certifying Representative (Type Name and Title)

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

<u>_</u>		A <u>five-year Capital improvements Report</u> as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code.
X		A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
<u>K</u>		A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature.</u>
<u> </u>		A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
<u>X</u>	YES N/A	A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
<del>-</del>	YES N/A	Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

## **5 YEAR CAPITAL IMPROVEMENT PROGRAM**

1992 - 1996

## \*Streets and Sidewalks\*

Index No.	Project	1992	1993	1994	1995	<u>1996</u>
SS-1	Main Street ROW Acquisition	185,000		·		
SS-2	Main Street - City Share	222,800			٠.	
SS-3	Main Street - Issue 2	683,600				
SS-4	Weller Road Bikepath Engineering	75,000				
SS-5	Weller Road Bikepath	1,200,000				
SS-6	Sycamore Creek Bridge Engineering	15,000				
SS-7	Sycamore Creek Bridge Construction	125,000				
SS-8	Pfeiffer Road Bikepath	132,500				
SS-9	Pfeiffer Road Resurfacing Issue 2	132,300				
SS-10	Pfeiffer Road Resurfacing City Share	24,600				

## **5 YEAR CAPITAL IMPROVEMENT PROGRAM**

1992 - 1996

## \*Streets and Sidewalks\* (continued)

SS-23	SS-22	SS-21	SS-20	SS-19	SS-18	SS-17	SS-16	SS-15	SS-14	SS-13	SS-12	SS-11	Index No.
Cornell Road Reconstruction Issue 2	Annual Street Resurfacing	Annual Street Resurfacing	Cooper - Zig Zag - Traffic Signal	Cooper Road City Share	Cooper Road Resurfacing Issue 2	Annual Street Resurfacing	Deerfield Resurfacing City Share	Deerfield Resurfacing Issue 2	Delray - Sidewalk	Remington - Sidewalk	Downtown Streetscape	Montgomery Square Traffic Signal	Project
													1992
						300,000	15,000	85,000	35,000	35,000	175,000	17,500	<u>1993</u>
		325,000	45,000	30,000	200,000								1994
175,000	325,000												<u>1995</u>
													<u>1996</u>

## Capital Improvements - Summary

1992 - 1996

Street & Sidewalks Parks & Facilities Issue 2	
1,979,900 287,500 <u>815,900</u> 3,083,300	1992
577,500 670,000 <u>85,000</u> 1,332,500	1993
400,000 1,960,000 <u>200,000</u> 2,560,000	1994
400,000 850,000 175,000 1,425,000	1995
505,000 500,000 <u>195,000</u> 1,200,000	1996

## **5 YEAR CAPITAL IMPROVEMENT PROGRAM**

1992 - 1996

## \*Streets and Sidewalks\* (continued)

SS-27	SS-26	SS-25	SS-24	Index No.
Weller Road City Share	Weller Road Reconstruction Issue 2	Annual Street Resurfacing	Cornell Road Reconstruction City Share	Project
				1992
				<u>1993</u>
				1994
			75,000	1995
180,000	195,000	325,000		1996

## **5 YEAR CAPITAL IMPROVEMENT PROGRAM**

## Parkland Acquisition and Development Facility Improvements

PF-8	PF-7	PF-6	PF-5	PF-4	PF-3	PF-2	PF-1	Index No.
Montgomery Park Renovation	Pioneer Park - Access	Weller Park	Police Department New Building	Swimming Pool - Land, Design & Building	Pioneer Park	New Service Department	City Building Renovation	Prolect
				200,000	20,000	37,500	30,000	1992
				550,000	20,000	100,000		1993
80,000	80,000	1,500,000	50,000			250,000		<u>1994</u>
-		300,000	550,000					1995
							500,000	1996

# CITY OF MONTGOMERY, OHIO TWO YEAR MAINTENANCE OF EFFORT REPORT

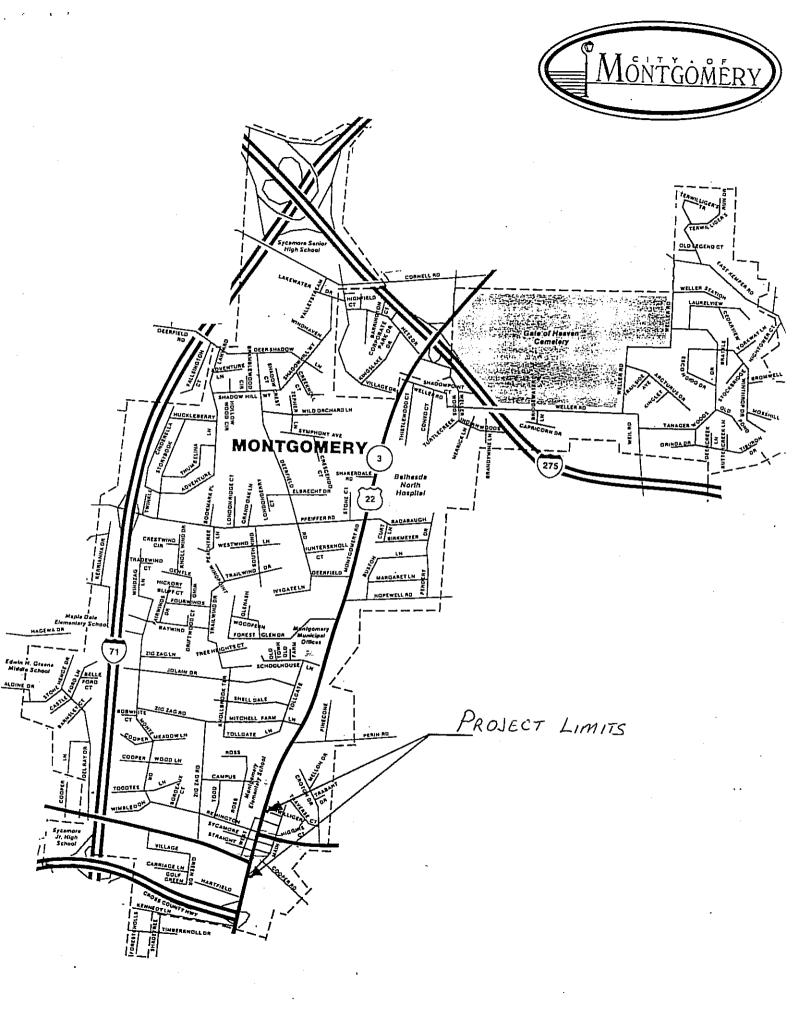
YEAR	PROJECT NAME	ОТНЕЯ	FUNDING S	SOURCE ISSUE 2	PROJECT TOTAL
1990	1990 Resurfacing Program     (Resurfacing Project)		×		\$254,229.80
	Roads Include:	· <u></u>			
	Cldfown				
	Schoolhouse Shelldale   Tollgate				
	Dulle Park Slope Protection (Gabion Slope Protection)	· · · · · ·	×		\$43,569.00
	Montgomery Road Improvements     Phase II   (Total Reconstruction)		×		\$1,962,978.21
	Street Striping		×		\$10,000.00
	Full Depth Pavement		×		\$9,500.00
	Storm Sewer and Catch Basin	<b>-</b>	×		\$9,000.00
•	General Street Maintenance		×		\$2,500.00
	Curb Repair		×		\$8,000.00
	Signal Maintenance		×		\$5,483.07
YEAR TOTAL:					\$2,305,260.08

# CITY OF MONTGOMERY, OHIO TWO YEAR MAINTENANCE OF EFFORT REPORT

						1991	YEAR
Montgomery Road Improvements     Phase III   (Watermain Improvement)	Montgomery Road Improvements     Phase III   (Total Reconstruction)	Swaim Park Tennis Court   (Underdrain and Overlay)	Tanagerhills Improvement		Hopewell Improvements   (Resurfacing)	1991 Resurfacing Program   (Resurfacing Project)   Roads Include:   Baywind   Bookmark   Campus   Lakewater   Thumbelina   Trailwind   Twinkle   Valley Stream   Westwind	PROJECT NAME
					··· ··· ··· ···		OTHER
×	×	×	<b>×</b> .	×	×	<b>×</b>	FUNDING S LOCAL
×	×						SOURCE ISSUE 2
\$212,088.36	\$606,450.56	\$26,696.00	\$6,514.50	\$9,709.00	\$38,463.17	\$153,277.16	PROJECT TOTAL

# CITY OF MONTGOMERY, OHIO TWO YEAR MAINTENANCE OF EFFORT REPORT

YEAR TOTAL		<u> </u>		·				1991	YEAR
	Signal Maintenance	General Street Maintenance	Storm Sewer and Catch Basin Repair	Street Striping	Bikepath Project (Deerfield to Shadowhill)	Demolition Project	Pioneer Park (Recreation Facilities)	Acomb Sewer Project (Sanitary Sewer Project)	PROJECT NAME
							×	×	OTHER
	×	× 	×	, ×	×	×	··· — — –		FUNDING S LOCAL
									SOURCE ISSUE 2
   \$2,219,524.89	\$12,984.71	\$2,500.00	\$3,500.00	\$10,000.00	\$66,050.43	\$8,950.00	\$530,000.00	\$532,341.00	PROJECT TOTAL



## **RESULTING EMPLOYMENT OPPORTUNITIES**

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.



10101 Montgomery Road • Montgomery, Ohio 45242 • (513) 891-2424 • Fax(513) 891-2498

Mayor Ivan J. Silverman

Vice Mayor Richard Tuten

Council Members Keith Bookbinder Gary Gross Donald Hess B. Kathryn King Robert Reichert

City Manager Jon Bormet

Administration Patricia Alsip Jackie Burnett Henry Burwinkel Joe Cron Teanette Dick Brenda Fisher Susan Hamm Dave Harvey Fred Horsley Janet Korach Carolyn Juillerat Cynthia Logan John Norwine Derrick Parham Roger Paul Betsy Pottebaum Ahmad Qayoumi Susie Sheridan Rebecca Wellbrock

Police Donald McGlothlin Gerald Beitman Paul Collins Ronald Fread Donald Jasper Brian Knowles James LaCalameto Kirk Nordbloom Michael Oney Terri Pavely Michael Plaatje Cynthia Rains David Reuther, Jr. Jack Sahnd Gregory Schill Thomas Wagner Dennis Wells Debra Witte Ken Wittekind Michael Young

Service
Robert Hall
Delmer Proffit
James Ranson
John Robinson
Larry Rohrig
Glenn Smith
James Stewart
Mike Vonderbrink
Terry Willenbrink

February 28, 1992

Ohio Public Works Commission 77 S High Street Room 1629 Columbus OH 43266-0303

Re: Issue 2 Project

To Whom It May Concern:

This will serve to certify that local funds are available to meet Montgomery's share of the Montgomery Road -- Phase 4 project.

These funds are available from the general operating funds of the City.

Sincerely,

Elizabeth Pottebaum Finance Director

EP/jlb

## CITY OF HONTGOMERY CASH BASIS COMBINED AMNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED DRCEMBER 31, 1991

	Governmental Fund Types	Expendable ; Trust ; Funds ;	Proprietary Punds	Wonexpendable Trust Funds	Agency Funds	Total
RECEIPTS	REVENUE F	BCEIPTS:		OPERATING REVENUES:		(Menorandum Only
Local Taxes Intergovernmental Revenue Special Assesments	. 0	0 1	0			4,422,540 741,495
Charges for Services	125,414	0 ;	9	,		125,414
	-					
Fines, Licenses, & Permits		0 :	n			
Miscellaneous	424,589 5,874,392	11,138	0			160,354 435,727 5,885,530
DISBURSEKENTS	EXPENDITURE DIS	BUBSBHENTS:		OPERATING EXPENSES:		
Current:  Security of Person & Property Public Health Services Leisure Time Activities Community Environment Basic Utility Service Transportation General Government Personal Services Travel Transportation Contractual Services Supplies & Haterials Captial Outlay Debt Service TOTAL DISBURSEMENTS  Total Receipts over/under Disbursements	68,579 185,195 230,844 313,662 597,714 790,351	621 0 6,398 0 0 0 0 7,219	174,582 9 80,803 7,755 0 263,140	0	0	0 1,574,975 68,579 191,595 230,844 318,662 597,714 790,351 174,582 0 80,803 7,755 2,351,713 961,473 7,249,047
	OTHER FINANCING BO			TILA DOUCHUG ((PENDUC)		(1,363,517)
Other Financing Sources/(Uses) Local Tares Intergovernmental Revenues Proceeds From Sales of Bebt Sale of Bonds Sale of Notes Other Proceeds Miscellaneous Sale of Fixed Assets Other Sources/Nonop. Expenditures Transfers-In Advances-In Transfers-Out Advances-Out Debt Service	0 2,000,018 866 185,101 1,176,244 1,548,312	0 0 0 0 3,540	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TING REVENUES/(BIPENSE	3):	0 0 0 0 2,175,018 0 0 866 241,540 1,548,311 0
Other Uses/Honop. Expenditures	93,489 1,721,429	0 ; 3,540	598,966		0	93,489 2,323,935

	Governmental Fund Types	Brpendable Trust Funds	Proprietary Funds	Honexpendable Trust Funds	Agency Funds	Total (Kesorandus Only)
Excess Receipts and Other Financing Sources Over/(Under) Expend. Disb. & Other Uses/Het Fund Cash Balance January 1 Fund Cash Balance December 31 Reserve For Encumbr. December 31	617,133 2,934,816 3,551,949 0	7,459 61,033 68,492 0	335,826 184,398 319,216 0	Ç :	0	560,418 3,180,247 3,939,656
	OUSTANDING Jan. 1, 1991	NEK ISSUES	RBTIRBD	OUSTANDING Dec. 31, 1991	Treasury Ealance. Investments Cash on Hand	139,003 3,775,650
Summary of Endebtedness  Hortgage Revenue	4,030,000 535,000	3,000,000	515,000 10,000	2,525,000	Total Treasury  Balance  Outstanding  TOTAL BALANCE	3,915,653 136,452 3,779,201
TOTAL	4,565,000	2,000,000	525,000 ======	6,040,000	 	
Henoranda Data: Assessed Valuation Property Tax Levies	227,500,000	I certify this retrue to the best	of my knowledge.		UNAUDITED PINANCIAL Finance Director	STATERENT
Inside 10 Mill	1.00		ficer Sign Above) 101 Hontfowery Roa	(Date)	(Chief Fiscal Offi Kontgomery, Ohio	
Betinated Population  Pederal Census Population	9,753   9,753   		(Street Address) izabeth N. Potteba	(City, State) (513) 891-2424	(Zip)	
		(Print or Type H	ane)		(Telephone)	

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## ESTIMATE OF CONSTRUCTION COST CITY OF MONTGOMERY MONTGOMERY ROAD IMPROVEMENT PHASE IV

	ODOT							
	ITEM	D = 0.00 + 0.00 + 0.00	EST'D		TINUT	PRICE		TOTAL COST
	<u>NO.</u>	DESCRIPTION	<u>QUANTITY</u>	<u>UNITS</u>	MATERIALS	LABOR	TOTAL	(EXTENSION)
	202	Walk Removed	348	S.F.			*	<i>⋬</i>
	202	Curb Removed as	1671	L.F.			2.00	_ 696.00
		Per Plan	10/1	L. 1 .	<del></del>		3.30	5514.30
	202	Pavement Removed	310 .	S.Y.	÷		11.00	3410.00
	202	Structures Removed	L.S.	L.S.				20000.00
	202	Catch Basin or	17	Ea.			175.00	1975.00
	202 .	Inlet Removed Manhole Removed	1	r.				
	202	Pipe Removed,	1 881	Ea. L.F.	<del></del>	<del></del>	<u>300,0</u> 0	<u> 300.00</u>
	202	24" & Under	. 001	L.F.			<u> </u>	9691.00
	202	Clearing & Grubbing	LS	LS			20 000 00	20.000.00
	Spl.	Gas Valve Adjusted	10	Ea.			<u>80.00</u>	20,000.00
	000	to Grade				<del></del>		
	203	Excavation Not Incl. Embankment	6476	C.Y.	<del></del>		10:10	65,407,60
		Construction						
	203	Subgrade Compac-	7582	S.Y.		•	اترسو و	17 0 70
	-	tion	7302	3.1.			1.50	_ <i>11,373.00</i>
	203	Embankment .	2355	C.Y.			9,10	21,430,50
	203	Proof Rolling	б	Hours		<del></del>	115.00	690,00
	254	Payement Planing,	1439	S.Y.			5.00	7,195.00
	254	Bit. Patching Planed,	200	ς ν'	•			
	237	Surface	200	S.Y.	<del></del>		<u>_3,50</u>	700.00
	207	Temporary Seeding	. 950	S.Y.	•		0.50	475 00
		& Mulching				<del></del>	<u>_0,50</u>	<u>475,00</u>
	207	Straw Bales	70 .	Ea.			6.00	420.00
	201	D24		<b>.</b>				•
	301	Bituminous Aggre- gate Base	574	C.Y.			64.00	36,736.00
	304	Aggregate Base	2988	C.Y.		•		
	402	Asphalt Concrete	622	C.Y.			30.00	89,640,00
		(AĊ-20)					<u>57.50</u>	35,765.00
	403	Asphalt Concrete	112	C.Y.			62.50	7,000.00
	404	(AC-20) Asphalt Concrete	FCC					.,,
	404	(AC-20)	566	C.Y.			<u>62.50</u>	<i>35,375,0</i> 0
	407	Tack Coat	401	Gal.	•		100	/ *! ~6
1	30¥	Bituminous Prime	2276	Gal.		<del></del>	<u> 1.50</u> <u>1.70</u>	<u>601.30</u>
		Coat			•		<u> </u>	<u> 3869.20</u>
4	451	7" Reinforced	.203	S.Y			51.50	10,454.50
1	516	Portland Cement Conc Water		W C- 1				,
	516	Calcium Chloride	5 1	M.Gal. Ton			<u> 30.00</u>	150.00
	501	Rock Channel	28	C.Y.			500,00	500.00
		Protection, Type	20		<del></del>	<u> </u>	<u>51.00</u>	1428.00
		B w/Filter				•		
(	501:	6" Reinf. Conc.	8	S.Y.			71,00	548,00
f	502	Slab Concrete Masonry	2.8	۲ ۷	<del>-</del>		-	·
	503	12" Conduit, Type	387	C.Y. L.F.		<del></del>	850.00	2380.00
	•	R	50,		<del></del>		<u>:35,00</u>	13,545,00

. ,				,		
	EM <u>DESCRIPTION</u>	EST'D <u>QUANTIT</u>		UNIT PRI MATERIALS LAB	CE OR TOTAL	TOTAL COST (EXTENSION)
603	15" Conduit, Type B	930	L.F.	·	\$ 42,50	\$ 39,525.00
603	30" Conduit, Type B	497	L.F.	<del></del>		34,044,50
603	72" Conduit, Type B	80	L.F.		245.00	19,600.00
604 604	Manholes, MH-3 Catch Basins, No, 2-2-B	· 4	Ea. Ea.		1700.00	· 6,800.00 4,400.00
604	Catch Basins, No. 3	12	Ea.		174000	21,120.00
604	Catch Basins, No. 3A	. 7	Ea.	<u> </u>	1400,00	9,800.00
604	Catch Basin, No. 6	1	Ea.		12.50.00	1250,00
604	Catch Basins or Inlets Reconstructed to Grade	5	Ea.		<u>500.0</u> 0	2500.00
604	Manholes Recon- structed to Grade	25	Ea.		450.00	11; 250.00
Spl.		20	Ea		200,00	4,000.00
Spl.		80	L.F.		85.00	6,800.00
Spl.	Fire Hydrant Relocated	. 1	Ea		1500.00	1,500.00
Spl.	Conc. Cap Installed on Ex. Structure	1	Ea.		<u>700.0</u> 0_	700,00
Spl. 608	2" Gray PVC Conduit 4" Concrete Walk	1206 734	L.F. S.F.		6,00	7236.00
:608	Curb Ramps	22	Ea.		<u>4.00</u> _	2936.00 27 <i>50.00</i>
639 Spl.	Curb, Type 6 6" PVC Downspout	3771 200	L.F.		<u>9,50</u> 3	5,824.00
609	Connections Asphalt Conc. Curb		L.F		_	<u>1,671.00</u>
614	Type 1 Maintain. Traffic	L.S.	L.S.	_ <del></del> ,		•
621 621	4" Edge Lines	1.15	Mile 📃		40,000.00 <u>4</u> 500.00	0,000.00 575.00
621	4" Lane Lines 4" Center Lines		Mile _ Mile		450.00	450.00
621	8" Channelizing Lines		L.F.		<u>1650,0</u> 0 0,45	759.00 724.50
621 621	24" Stop Lines		L.F	<u>.                                    </u>	_1.35	407.70
621	12" Crosswalk Lines 12" Transverse		L.F L.F.		1.15	1348,95
621	Lines Lane Arrows	25	Ea.	•		860.20
621	Word on Pavement, 72"		Ea		35,00 44,00	875,00 484.00
621 ···	Painted Island Marking	57	S.F		1.10	42,70
621	Removal of Pave- ment Markings	4175.	L.F		0.70	2922,50
621		. 556	L.F		0.52	289.12

ODO ITE NO.	M · · ·	EST'D <u>OUANTIT</u>	<u>Y UNITS</u>	UNIT MATERIALS	PRICE LABOR	TOTAL.	TOTAL COST (EXTENSION)
621 623	School Symbol, 12" Construction Lay-	1 L.S.	Ea. L.S.			<u> 100.00</u>	/00,00
624 625	Mobilization Pullbox, Concrete 18"x18"	L.S. 14	L.S. Ea.				_25,000,00
625 625	Trench Conduit, PVC Type EB, 713.07,3"	946 946	Ļ,F. L.F.			9,00	<u>8,514,00</u> 5,676,00
630	Ground Mounted Supports, #4 Posts	. 399	L.F.		<u> </u>	<u>. 650</u>	2593,50
630	Relocate Existing School Warning Beacon	1	Ea.		<del></del> _	<u>850,00</u>	850.00
630	Removal of Overhead Mounted Sign and Storage	6	Ea.		<del></del> .	50,00	300.00
630	One Way Supports, No. 4 Post	17	Ea.	<del></del> -	<del></del> .	100.00	1700.00
630	Signs, Flat Sheet	254.9				17.00	-
630	Removal of Ground Mtd. Post Support	45	Ea.		·	30,00	1350.00
630	Removal of Ground Mtd. Sign & Storage	56	Ea.		——	25.00	1400,00
<del>5</del> 30	Removal of Ground Mounted Signs and Re-erection	17	Ea.			50.00	850,00
630	Sign Support Assem-	25	Ea.			50.00	1250.00
630	bly, Pole Mounted Street Name Sign Attachment Assembly Pole Mount	. 3	Ea.			90.00	270,00
632	Removal of Traffic	2	Ea	.• •	/	2 <i>50.</i> 20	2500.00
532	Signal Installation Vehic. Signal Hd, 3-Section, 12"	13	Ea				6175,00
632	Lens, 1 Way Vehic. Signal Hd, 3-Section, 12" Lens, 2 Way	7	Ea			750,00 _	5250.00
632	Ped. Signal Hd., Type A-2	. 32	Ea			500,00 _	<u>1600 : DO</u>
632 632	Loop Detector Unit Conc. for Anchor Base Foundations	8 9.68	Ea. C.Y			140.00 _1	120.00
632	Covering of Vehic. Signal Heads	27	Ea			15,00	405.00
632	Signal cable, 5C #14AWG	5535	L.F				5535.00
632	Power Service	4	Ea.	<del></del>			
632	Power Cable, 2C #6 AWG		L:F				3400.00 1126.00
632	Loop Detector Pave- ment Cutting	919	L.F			6.00	4595.00

ODOT							
ITEM		EST'D		UNIT	PRICE		TOTAL COST
МО.	<u>DESCRIPTION</u>	QUANTITY-	<u>01117</u>	MATERIALS	<u>LABUR</u>	<u>TOTAL</u>	(EXTENSION)
632	Loop Detector Wire 1-C #14AWG	2934	L.F.			0,45	1320.30
632	Pedestal, 8 Foot	2	Ea.				2200.00
632 632	Pedestal, 12 Foot Conduit Riser,	20 40	Ea. L.F.				26,000.00
052	1-1/2" Dia.	70	L.I.			4,00	160.00
632	Rem. of Flashing Signal	1	Ea.		<del></del>	<u>375.00</u>	375.00
632	Coordinator, Time Based	4 .	Ea.		<del></del>	<u>350.</u> 00	1400.00
632	Loop Detector Lead- In Cable 2-C #14AWG 2C-#14AWG	527	L.F.		· .	1.40	. 737.80
633	Concrete for Cabinet Foundation	3.94	C.Y.	·		<u>475.0</u> 0	1871.50
633	Controller, Actuated, 3-Phase, Ground	4	Ea.			<u>4450.0</u> 0	17,800.00
659	Mounted Water for Temp. Soil Erosion and Sediment Control	1	M.Gal.		<del></del>	<u>25,00</u>	25,00
659	Commercial Ferti-	0.70	Tons	· · · · · · · · · · · · · · · · · · ·	· · · · · ·	<u>340.0</u> 0	238,00
659	Agricultural Liming	2.9	Tons	•		35,00	101.50
659	Seeding & Mulching	6408	S.Y.			0.60	3844.80
659	Repair Seeding & Mulching	500	S.Y.			0.60	300,00
659	Water for Permanent Seeding and mulching	14	M.Gal.		<del></del>	26:00	344,00
659	Mowing	91	M.S.F.	<del></del>		5,00	455.00
660	Sodding	102	S.Y.			5,00	510.00
<b>-</b> L	77						

The following items are based on the State of Ohio, Department of Transportation, Construction and Material Specifications, dated January 1, 1989, and modified by the City of Cincinnati Supplement to said State of Ohio Specifications, latest edition and any supplements or changes thereto.

ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT MATERIALS	PRICE LABOR	TOTAL	TOTAL COST (EXTENSION)
1101	Furnishing and Laying 6" Ductile Iron Pipe and Fittings	. 8	L.F.	<u> </u>	· · ·	<u>70.0</u> 0	<u>560.0</u> 0
1101	Furnishing and Laying 8" Ductile Iron Pipe and Fittings	80	L.F.		-	<u>60.0</u> 0	<u>4800.00</u>
1101	Furnishing and Laying 12" Ductile Iron Pipe and Fittings	195	L.F.			93,00	18,135.00
1103	Lower Existing 8" Water Main	100 ·	Ļ.F.	•	·	70.00	7,000,00
1110	Concrete Class	. 3	C.Y.			175,00	<u>525,∞</u>

ITEM		EST'D	, ,,,,,,,,		PRICE	TOTAL COST
<u>но.</u> 1111	12" Valve Chamber	QUANTITY 1	<u>UNITS</u> Each	MATERIALS	LABOR	TOTAL (EXTENSION) 1900.00 1900.00
1111	(Pre-Cast) 8" Valve Chamber	1	Ea.		•	1750.00 1750.00
1113	(Pre-Cast) Relocating	1	<b>5</b>			
1113	Existing Fire Hydrant		Each			1650.00 1650.00
1116	Furnishing and Installing Valve	- 1	Each			450,00 450,00
1119	Box Complete Additional Excavation	50	C.Y.			<u> 20,00   1000,00</u>
1120		50	C.Y.			40.00 2000.00
1121	Filling Abandoned Water Works	3	C.Y.			16.00 48.00
1122	Structures Removing Existing Manhole Curb and	. 1	Each			<u> 75.00</u> _ 75.00
1122	Cover Removing Existing Valve Box	1	Ea.			80.00 80.00
1123	Changing Pipe Sewers 8" and	25	L.F.			38.00 950.00
1123	Under Changing Pipe Sewers 10" to 24"	25	L.F.			<u>35.00 875.00</u>
1126	Hauling, Installing and	15	L.F.	•	•	30.00 450.00
	Connecting 3/4" Copper Service Pipe					
1126	Hauling, Installing and Connecting 1"	75	L.F.	•		30,00 2,250,00
	Copper Service Pipe					
1126	Hauling, Installing and	22	L.F.		<del></del>	35.00 770.00
	Connecting 1-1/2" Copper Service			•		•
1128	Pipe Reconnecting Existing 3/4"	1	Each			330.00 330.00
1128	Service Branch Reconnecting 1-1/2" Service	1 .	Ea.		·	390.00 <u>390.00</u>
1129	Branch Hauling and	1	Ea.		<del></del>	225.00 225.00.
	Installing 3/4" Stop Cock in Existing Line					• • •
1130	Disconnecting Existing 3/4" Service Branch		Ea			<u>45,00 660.0</u> 0

ITEM NO.	DESCRIPTION	EST'D QUANTITY	<u>UNITS</u>	UNIT MATERIALS	PRICE LABOR	TOTAL COST (EXTENSION)
1131	Hauling and Installing Curb	3	Ea.			145,00 435,00
1134	and Roadway Boxes Relocating Existing 5/8" Frost-Proof Meter Setting	1	Ea.		<del></del>	430,00 430,00
1135	Resetting Existing 5/8" Frost-Proof Meter Setting	1	Ea.			265,00 265,00
1135	Resetting Existing 1-1/2" Frost-Proof Meter Setting	2	Each			250.00 <u>500.00</u>
1138	Removing Curb and Roadway Boxes	1	Ea.	<u> </u>		75.00 75.00
509 604	Reinforcing Steel Adjusting Existing Valve Chamber to Grade	150 2	Lbs. Each	•	· · · · · · · · · · · · · · · · · · ·	1.30 195,00 275,00 550.00

The above opinion of construction cost is subject to adjustments upon receipt of bids by Qualified Contractors.

Upon satisfactory completion of work the useful life of the Montgomery Road Phase IV Improvement will be 25 years.

Jøseph C. Cr Reg. # 54500 Cron

## BETTERMENTS FOR PHASE 4 CITY OF MONTGOMERY

The following are betterments for the Montgomery Road - Phase 4 Project.

All Traffic Signals Work	\$ 89,862
51% Water Main Work	41,943*
2100 LF of Type 6 Curb	<u> 19,950</u>
Total Betterment Costs	\$151,755

All costs associated with this work will be paid for by the City of Montgomery.

\* 49% of the water main work will be paid for by Cincinnati Water Works.

## RESOLUTION NO. //, 1992

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT APPLICATIONS TO, AND TO ENTER INTO CONTRACTS WITH THE OHIO PUBLIC WORKS COMMISSION FOR ISSUE 2 FUNDS

WHEREAS, the City of Montgomery has identified Pfeiffer Road and Main Street as two areas in the city requiring major infrastructure repairs.

NOW THEREFORE BE IT RESOLVED, by the Council of the City of Montgomery,
Ohio:

SECTION 1. The City Manager is authorized to submit the appropriate applications to, and enter into contacts with, the Ohio Public Works Commission for Issue 2 Funds.

SECTION 2. This Resolution shall be in full force and effect from and after its passage.

Variable

PASSED: _	Feb	27, 1992	
	1	1 10	Ja . A

## ASPHALT PAVEMENT RATING FORM CITY OF MONTGOMERY

STREET OR ROUTE MAIN STREET	
LENGTH OF PROJECT 327m; WIDTH 24' TO 34'	
PAVEMENT TYPE ASPHALT DATE 2/17/92	<u> </u>
(Note: A rating of "0" indicates defect does not occur)	
DEFECTS	RATING
Transverse Cracks 0-5	_5
Longitudinal Cracks 0-5	_3_
Alligator Cracks 0-10	6
Shrinkage Cracks	
Rutting	_2_
Corrugations	1
Raveling	2
Shoving or Pushing	3
Pot Holes	5
Excess Asphalt	0
Polished Aggregate	_4_
Deficient Drainage 0-10	<u>4.</u> .
Overall Riding Quality (0 is excellent; 10 is very poor)	_5_
Sum of Defects	41_
Condition Rating = 100 - Sum of Defects = 100 - 4/	·
Condition Rating = 59	

## MONTGOMERY ROAD TRAFFIC STUDY PHASE 4, PART I

## Introduction

Part I of this traffic study will include the data that was collected for the study and the analysis of the data obtained up to this point. This part of the report will not include any recommendations. The recommendations of the traffic study will be included in Part II.

Part I was prepared to inform the Montgomery Road Task Force of the findings based on the data that was obtained, and discuss those findings in order to determine the direction of Part II of the study.

The information presented in Part I of the traffic study includes the following:

- 1. An overall schematic showing the downtown area, streets and lane use between Cooper Road and Remington Road (Figure A).
- 2. Average daily traffic obtained on Montgomery Road between Cooper and Remington for a one week period (Figure 1).
- 3. Hourly traffic distribution for Montgomery Road for Thursday traffic, showing the peak hour volumes (Figure 2).
- 4. Hourly traffic distribution for Montgomery Road for Friday traffic, showing the peak hour and associated volumes (Figure 3).
- 5. Figures 4 and 5 are graphical representation of the Noon Peak and PM Peak for the intersection of Remington Road and Montgomery Road.
- 6. Figures 6, 7, and 8 are graphical representation of the AM Peak, Noon Peak, and PM Peak traffic existing at the intersection of Montgomery Road and Cooper Road.
- 7. Figure B shows the AM Peak hour existing traffic distribution at each of the four intersections involved.
- 8. Figure C shows the PM Peak hour existing traffic distribution at each of the four intersections involved.
- A capacity analysis and level of service of the existing conditions at the intersections of Montgomery Road/Cooper Road and Montgomery Road/Remington Road. The capacity analyses were prepared for the Noon Peak and PM Peak hours.
- 10. We have included the definitions of capacity analysis and each level of service to help explain the level of service included in the computer outputs.
- 11. A more efficient timing for the intersection of Montgomery Road and Cooper Road was established.

## **Findings**

Based on the traffic data and the capacity obtained for the four intersections involved we have determined the following:

- A. The intersection of Montgomery Road and Cooper Road is operating at a very low level of service.
- B. The intersection of Montgomery Road and Remington Road is operating at an acceptable level of service with an acceptable delay. The reason that this intersection is operating at higher level of service is because traffic is choosing different route because of the low capacity at Remington Road between Main Street and Montgomery Road.
- C. The intersection of Main Street and Remington Road is operating at an acceptable level of service during the AM Peak (LOS C). This intersection is operating at an unacceptable level of service during the PM Peak (LOS D).
- D. The intersection of Main Street and Cooper Road is operating at an acceptable level of service during the AM Peak (LOS C). This intersection is operating at an unacceptable level of service during the PM Peak (LOS F).
- E. The 4-Way stops are presently operating at an uneven distribution for the East/West and North/South traffic. The most efficient operation for a 4-Way stop is when the traffic is even for each approach at the intersection.
- F. Main street is used as an alternate route for traffic between Cooper and Remington during the peak hours.

## CAPACITY AND LEVEL OF SERVICE FOR REMINGTON RD. AND MAIN ST.

		ОРП	ON I	ОРТІ	ON II	ОРПОИТ	
		AM	PM	AM	PM	AM	РМ
REM. EB.	LT	В	С	В	С	Α	C
	TH	В	С	В	C	A	c
	RT	В	С	В	C		<u> </u>
REM. WB.	LT	В	C	В	D	$\Longrightarrow$	C
	TH	В	C	В	C	C	Ċ
	RT	В	С	В	c	C	C
	LT	С	В	С	B	C	В
MAIN NB.	TH	С	С	С	D	<del>C</del>	В
	RT	С	С	С	ח	C	В
	LT	С	В	С	В	Š	
MAIN SB.	TH	С	В	C	В	$\Leftrightarrow$	$\iff$
	RT	С	В	c	В	$\Longrightarrow$	$\Leftrightarrow$
OVERALL		В	С	В	C	C	C

CAPACITY AND LEVEL OF SERVICE FOR MONTGOMERY RD. AND MAIN ST.

		ОРТІ	ON I	ОРТІ	ON II						
	<del>,</del>	AM	РМ	AM	РМ						
	LT	С	В	C	В						
MAIN WB.		$\geq \leq$	$\supset <$		$\sim$						
		$\geq <$									
			$\overline{}$								
MONT. NB.	TH	В	В	В	C						
	RT	Α	A	Α	Ā						
	LT	$\supset <$	> <	$\sim$							
MONT. SB.	TH	В	В	C	В						
	RT	>	> <								
	$\sim$	>>		$\searrow$	$\triangleleft$						
$\rightarrow$	>	$\nearrow$		$\Longrightarrow$	$\leq$						
	$\geq$		$\Longrightarrow$	$\Longrightarrow$	$\bowtie$						
OVER ALL		В	В.	c	В						

FIGURE #I

CAPACITY ANALYSIS LOS

CDS ASSOCIATES INC.

## CAPACITY AND LEVEL OF SERVICE FOR COOPER RD. AND MAIN ST.

		ОРТІ	ON I	ОРТІ	ON II	OPTI	ТПП	
	•	AM	РМ	AM	PM	AM	РМ	
	LT	В	В	₿	В	С	D	
COOPER EB.	ĭ	С	.C	C	С	С	С	
	RT	С	С	С	С	> <	> <	
	L	В	С	В	C	> <	$\supset \subset$	
COOPER WB.	TH	В	С	В	С	С	С	
	RT	В	С	В	С	С	С	
	LT	Α	Α	Α	Α	В	В	
MAIN SB.	TH	_ A	С	Α	С	В	D	
	RT	Α	С	Α	С	В	D	
	LT	Α	Α	Α	Α	> <	$\overline{\mathbf{x}}$	
MAIN NB.	TH ·	В	В	В	В	>>	$\supset \subset$	
•	RT	В	В	В	В	> <	$\supset \subset$	
OVERALL		В	В	В	В	В	С	

FIGURE #3

CAPACITY ANALYSIS
LOS

CDS ASSOCIATES INC.

## PAVEMENT RATING SYSTEM

SELLY LAWE SAFFALT 7 DIET 75 PER PATHO	STERRY HAHR	PAVENENT	CURB	SHOULDER	PAVEMENT	OVERALL	LBNGTA	₽ OF	LANE
ROMFOORMET PRISE IV(SEC.1) ASPRALT 3 DIET 33 33 0.521 4 2.044 AGRICURUS DRIVE ASPRALT 1 DIET 13 6 91 0.333 2 0.578 PREIFFER BOAD ASPRALT 7 DIET 13 14 1.214 2 2.428 TARLISIDE LANE ASPRALT 7 DIET 13 14 1.214 2 2.428 ERERRETER BUTYE ASPRALT 7 DIET 17 50 0.0241 2 0.482 EUTTOL LANE ASPRALT 7 DIET 17 50 0.0241 2 0.482 EUTTOL LANE ASPRALT 7 DIET 17 50 0.0241 2 0.588 EIRGERTRETE BUTYE ASPRALT 7 DIET 17 50 0.0241 2 0.588 EIRGERT LANE ASPRALT 7 DIET 17 50 0.0007 2 0.588 EIRGERT LANE ASPRALT 7 DIET 18 50 0.0007 2 0.000 EREBEILD ROAD (SEC. 1) ASPRALT 7 DIET 51 53 0.0007 2 1.400 EOLOGIE GEEN DELVE ASPRALT 7 DIET 51 53 0.0007 2 1.400 EOLOGIE GEEN DELVE ASPRALT 7 DIET 51 53 0.0007 2 1.400 EOLOGIE GEEN DELVE ASPRALT 7 DIET 52 57 0.755 2 0.752 EADBAUGH DELVE ASPRALT 7 DIET 52 57 0.755 2 0.752 EADBAUGH DELVE ASPRALT 7 DIET 52 57 0.755 2 0.752 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 52 55 0.311 2 0.522 EADBAUGH DELVE ASPRALT 7 DIET 54 59 0.144 2 0.688 EADSTALRS ENGER DELVE CONCERTE 4 DIET 54 59 0.154 2 0.688 EARSTELT (SEC. 2) ASPRALT 7 DIET 57 54 0.075 2 0.155 EARLY STEERT (SEC. 3) ASPRALT 7 DIET 57 57 0.055 2 0.504 EIGEBON DELVE CONCERTE 4 DIET 59 54 0.001 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 57 57 0.055 2 0.504 EARLY STEERT (SEC. 2) ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA AVERUS ASPRALT 7 DIET 59 54 0.103 2 0.506 EOSTA	SHELLY LANE	TYPB .ASPHALT	TYPE 7	TYPE	RATING 27		(KILES) 0.135		MILES 0.21
ACCYURUS DELYW ASPHALT 1 DIET 35 91 0.333 2 0.578 PREIFFER SOAD ASPHALT 1 DIET 43 1.111 2 2.428 TRAILSIDE LANE ASPHALT 7 DIET 45 13 1.111 2 2.428 TRAILSIDE LANE ASPHALT 7 DIET 47 50 0.241 2 0.482 BIRKERSTEE DRIVE ASPHALT 7 DIET 47 50 0.241 2 0.482 BIRKERSTEE DRIVE ASPHALT 7 DIET 47 60 0.421 2 0.482 BIRKERSTEE DRIVE ASPHALT 7 DIET 47 69 0.224 2 0.588 ETHORSET CIECLE ASPHALT 7 DIET 47 69 0.224 2 0.588 ETHORSET CIECLE ASPHALT 7 DIET 50 48 0.041 2 0.086 DERSETEAD BOAD (SEC. 1) ASPHALT 7 DIET 51 53 0.0607 2 1.514 DERSETEAD BOAD (SEC. 2) ASPHALT 7 DIET 51 53 0.007 2 1.408 BOENG ERREN DRIVE CONCRETE 4 DIET 52 57 0.376 2 0.752 BADRARUGO BRIVE ASPHALT 7 DIET 52 57 0.376 2 0.752 BADRARUGO BRIVE ASPHALT 7 DIET 52 55 0.311 2 0.522 LIDIAWOODS DRIVE CONCRETE 4 DIET 52 55 0.311 2 0.522 LIDIAWOODS DRIVE ASPHALT 7 DIET 57 54 0.0511 4 0.588 MONTHOUSERY PLASS IV(SEC. 2) CONCRETE 3 DIET 54 00 0.151 4 0.584 MONTHOUSERY PLASS IV(SEC. 2) ASPHALT 7 DIET 57 54 0.071 2 0.152 BAIL BOAD ASPHALT 7 DIET 58 0.000 0.151 4 0.584 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 0.000 0.151 4 0.584 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 0.000 0.151 4 0.584 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 04 0.224 2 0.448 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 04 0.224 2 0.448 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 04 0.224 2 0.448 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 04 0.224 2 0.448 MAIN STREET (SEC. 1) ASPHALT 7 DIET 58 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 58 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 59 04 0.103 2 0.205 BOSS AVENUE ASPHALT 7 DIET 50 05 0.103 2 0.005 BOSS AVENUE ASPHALT 7 DIET 50 0.005 0.103 2 0.205 BOSS AVENUE ASPHALT 7	MONTGONERY PHASE IV(SEC.1)	ASPHALT	4	ከየውሞ	11	. 11			
PRETPERE ROAD  ASPALLT 7 DIET 13 41 1.211 2 2.428  BIERCRATER DELVE ASPALLT 7 DIET 15 0.0.241 2 0.428  BIERCRATER DELVE ASPALLT 7 DIET 17 50 0.241 2 0.428  BUTTON LAKE ASPALLT 7 DIET 17 50 0.241 2 0.428  BUTTON LAKE ASPALLT 7 DIET 17 50 0.241 2 0.428  ELINGEST CIRCLE ASPALLT 7 DIET 17 40 0.294 2 0.598  ELINGEST CIRCLE ASPALLT 1 DIET 50 48 0.043 2 0.066  DEBERFIELD ROAD (SEC. 2) ASPALLT 7 DIET 50 48 0.043 2 0.066  DEBERFIELD ROAD (SEC. 1) ASPALLT 7 DIET 50 53 0.807 2 1.614  BOLF CEREN DELVE CONCERTE 4 DIET 52 54 0.181 2 0.522  ELOARDUE DELVE ASPALLT 7 DIET 52 54 0.181 2 0.522  ELOARDUE DELVE CONCERTE 4 DIET 52 55 0.311 2 0.522  ELOARDUE DELVE ASPALLT 7 DIET 52 55 0.311 2 0.522  ELOARDUE DELVE CONCERTE 4 DIET 57 54 0.075 2 0.522  ELOARDUE DELVE CONCERTE 4 DIET 57 54 0.075 2 0.522  ELOARDUE DELVE CONCERTE 4 DIET 57 54 0.075 2 0.552  FIGUROP DELVE CONCERTE 4 DIET 59 54 0.015 4 0.066  ELOS AVENUS ASPALLT 7 DIET 57 54 0.075 2 0.552  FIGUROP DELVE CONCERTE 4 DIET 59 54 0.013 2 0.262  ELOARDUE DELVE CONCERTE 4 DIET 59 54 0.013 2 0.262  ELOARDUE DELVE CONCERTE 4 DIET 59 54 0.025 2 0.572  MAIN STERRET (SEC. 2) ASPALLT 7 DIET 57 57 0.025 2 0.155  FIGUROP DELVE CONCERTE 4 DIET 59 54 0.025 2 0.572  MAIN STERRET (SEC. 2) ASPALT 7 DIET 59 54 0.013 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.026 2 0.448  MAIN STERRET (SEC. 2) ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.266  EOSS AVENUS ASPALT 7 DIET 59 54 0.033 2 0.066  EOSS AVENUS ASPALT 7 D								-	
TRAILIDE LAME ASPALT 1 DIET 45 43 0.038 2 0.116  BIERRHERB DBIVE ASPALT 7 DIET 47 50 0.241 2 0.482  BIERRHERB DBIVE ASPALT 7 DIET 47 50 0.241 2 0.482  BIERRHERB DBIVE ASPALT 7 DIET 47 46 0.492 2 0.986  BIRDITON LAME ASPALT 7 DIET 47 46 0.492 2 0.986  BIRDITON CLAME ASPALT 7 DIET 47 46 0.492 2 0.986  BIRDITON CLAME ASPALT 7 DIET 47 46 0.492 2 0.986  BIRDITON CLAME ASPALT 7 DIET 50 48 0.043 2 0.086  BERSHELD ROAD [SEC. 2] ASPALT 7 DIET 51 53 0.807 2 1.616  BERSHELD ROAD [SEC. 2] ASPALT 7 DIET 51 53 0.807 2 1.618  BERSHELD ROAD [SEC. 2] ASPALT 7 DIET 51 53 0.704 2 1.408  BOLF GERSH DELVE ASPALT 7 DIET 52 57 0.375 2 0.752  BADSANUED BELVE ASPALT 7 DIET 52 57 0.375 2 0.752  BADSANUED BELVE ASPALT 7 DIET 52 57 0.375 2 0.752  INDIANYCOMERT PHASE IV(SEC. 2) CONCRETE 4 DIET 52 57 0.311 2 0.622  INDIANYCOMERT PHASE IV(SEC. 2) CONCRETE 4 DIET 54 50 0.151 4 0.604  CORP LAME ASPALT 7 DIET 57 54 0.075 2 0.155  PERIN BOAD ASPALT 7 DIET 57 54 0.075 2 0.157  RAIN STREET (SEC. 1) ASPALT 7 DIET 57 54 0.005 2 0.157  RAIN STREET (SEC. 1) ASPALT 7 DIET 58 61 0.285 2 0.572  RAIN STREET (SEC. 2) ASPALT 7 DIET 59 54 0.103 2 0.206  BOSS AVERUE ASPALT 7 DIET 59 54 0.103 2 0.206  BOSS AVERUE ASPALT 7 DIET 59 54 0.103 2 0.206  BOSS AVERUE ASPALT 7 DIET 59 66 0.123 2 0.206  CONCRETE 4 DIET 59 67 0.103 2 0.206  CONCRETE 4 DIET 59 66 0.123 2 0.206  CONCRETE 4 DIET 59 67 0.103 2 0.206  CONCRETE 4 DIET 59 64 0.505 2 0.157  RAIN STREET (SEC. 2) ASPALT 7 DIET 59 64 0.103 2 0.206  CONCRETE 4 DIET 59 64 0.203 2 0.407  CONCRETE 4 DIET 59 64 0.407 2 0.814  CONCRETE 4 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 4 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 4 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 6 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 6 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 6 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 6 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 6 DIET 59 64 0.505 2 0.103 2 0.206  CONCRETE 6 DIET 50 0.006 2 0.103 2 0.206  CONCRETE 6 DIET 50 0.006 2 0.103 2 0.206  CONCRETE 6 DIET 50 0.006 2 0.103 2 0.206  CONCRETE 6 DIET 5									
BIERERRYPE DELYY ASPALLT 7 DIET 17 50 0.211 2 0.422 DITTON LANE ASPALLT 7 DIET 17 47 45 0.422 2 0.594 RARGART LANE ASPALLT 7 DIET 47 45 0.422 2 0.594 RARGART LANE ASPALLT 7 DIET 47 49 0.224 2 0.594 RARGART LANE ASPALLT 7 DIET 47 49 0.224 2 0.596 EINOLET CIRCLE ASPALLT 1 DIET 50 48 0.043 2 0.056 DERRIFTERD DOLD (SEC. 1) ASPALLT 7 DIET 51 53 0.807 2 1.614 DERRIFTERD DOLD (SEC. 2) ASPALLT 7 DIET 51 53 0.704 2 1.406 DUF GEREN DELYE CONCERTE 4 DIET 52 54 0.181 2 0.552 RADARDUS PORTYE ASPALLT 7 DIET 52 57 0.375 2 0.552 RADARDUS PORTYE ASPALLT 7 DIET 52 57 0.376 2 0.552 RADARDUS PORTYE ASPALLT 7 DIET 52 56 0.311 2 0.522 RADARDUS PORTYE ASPALLT 7 DIET 52 56 0.311 2 0.522 RADARDUS PORTYE ASPALLT 7 DIET 57 54 0.075 2 0.155 PREIN BOAD ASPALLT 7 DIET 57 54 0.075 2 0.155 PREIN BOAD ASPALLT 7 DIET 57 54 0.075 2 0.504 RAIN STREET (SEC. 1) ASPALLT 7 DIET 57 67 0.252 2 0.504 RAIN STREET (SEC. 2) ASPALLT 7 DIET 58 64 0.024 2 0.448 RAIN STREET (SEC. 2) ASPALLT 7 DIET 59 64 0.224 2 0.448 RAIN STREET (SEC. 2) ASPALLT 7 DIET 59 64 0.451 2 0.908 VILLAGE GEREW DELYE CONCERTE 4 DIET 59 64 0.451 2 0.908 VILLAGE GEREW DELYE CONCERTE 4 DIET 59 66 0.451 2 0.908 VILLAGE GEREW DELYE CONCERTE 4 DIET 59 66 0.451 2 0.908 VILLAGE GEREW DELYE CONCERTE 4 DIET 59 66 0.407 2 0.314 BRANDTWINE LANE CONCERTE 4 DIET 59 66 0.407 2 0.314 BRANDTWINE LANE CONCERTE 4 DIET 59 67 0.103 2 0.266 CORPABLE GOAD ASPALLT 7 DIET 56 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 65 0.000 2 0.315 STRALGER STERET ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASPALLT 7 DIET 50 66 0.822 2 1.544 DOAD AVENUE ASP									
RUTION LANE  ASPHALT 7 DIRT 47 45 0.452 2 0.944  REGREET LANE ASPHALT 7 DIRT 47 45 0.452 2 0.944  REGREET LANE ASPHALT 7 DIRT 47 49 0.234 2 0.568  DEREFIELD ROAD (SEC. 1) ASPHALT 7 DIRT 51 53 0.807 2 1.614  DERSFIELD ROAD (SEC. 1) ASPHALT 7 DIRT 51 53 0.807 2 1.614  DOLF GEREM DELYE CONCRETE 4 DIRT 52 54 0.181 2 0.562  PRINGET DRIVE ASPHALT 7 DIRT 52 57 0.376 2 0.752  LADARAUGO BRIVE ASPHALT 7 DIRT 52 57 0.376 2 0.752  LADARAUGO BRIVE ASPHALT 7 DIRT 52 57 0.376 2 0.752  LADARAUGO BRIVE ASPHALT 7 DIRT 52 57 0.376 2 0.752  LADARAUGO BRIVE ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 54 0.057 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 57 54 0.075 2 0.158  PARIE BOAD ASPHALT 7 DIRT 57 57 57 0.0252 2 0.504  TRUBORD BRIVE CONCRETE 4 DIRT 58 66 0.226 2 0.576  MAIN STREET (SEC. 1) ASPHALT 7 DIRT 58 64 0.226 2 0.526  PARIE BOAD ASPHALT 7 DIRT 58 64 0.224 2 0.448  PARIE STREET (SEC. 2) ASPHALT 7 DIRT 59 54 0.103 2 0.206  PARIE BOAD ASPHALT 7 DIRT 59 54 0.103 2 0.206  PARIE BOAD ASPHALT 7 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 64 0.454 2 0.938  VILLAGE CREEN DRIVE CONCRETE 4 DIRT 59 65 0.103 2 0.066  PARIE STREET ASPHALT 7 DIRT 57 65 0.103 2 0.066  PARIE STREET ASPHALT 7 DIRT 57 65 0.103 2 0.066  PARIE STREET ASPHALT 7 DIRT 57 65 0.103 2 0.066  PARIE STREET ASPHALT 7 DIRT 57 66 0.125 2 0.255  VILLAGE STREET ASPHALT 7 DIRT 57 66 0.125 2 0.255  VILLAGE STREET AS									
RIMERARY LAWE  LINGLET CIRCLE  ASPHALT  7 DIET  50 48 0.043 2 0.568  EIROGET CIRCLE  ASPHALT  7 DIET  50 48 0.043 2 0.066  DERREFIELD ROAD [SEC. 2)  ASPHALT  7 DIET  51 53 0.807 2 1.408  DERREFIELD ROAD [SEC. 2)  ASPHALT  7 DIET  51 53 0.704 2 1.408  DERSEFERD ROAD [SEC. 2)  ASPHALT  7 DIET  51 53 0.704 2 1.408  DERSEFERD ROAD [SEC. 2)  ASPHALT  7 DIET  52 54 0.181 2 0.582  PRIODER DERVE  ASPHALT  7 DIET  52 55 0.311 2 0.522  LONGRETE  LONGRETE  LONGRETE  4 DIET  52 55 0.311 2 0.522  LONGRETE  4 DIET  54 50 0.31 2 0.522  LONGRETE  4 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  DIET  57 54 0.075 2 0.155  PRENT BOAD  ASPHALT  7 DIET  58 61 0.286 2 0.572  ASPHALT  ASPHALT  PIET  58 64 0.281 2 0.582  0.582  0.582 2 0.572  ASPHALT  PIET  59 64 0.454 2 0.998  PULLLAGE GREEN DELVE  CONCRETE  4 DIET  59 64 0.454 2 0.998  PULLLAGE GREEN DELVE  CONCRETE  4 DIET  59 64 0.451 2 0.998  PULLLAGE GREEN DELVE  CONCRETE  4 DIET  59 64 0.451 2 0.998  PULLLAGE GREEN DELVE  CONCRETE  4 DIET  59 64 0.451 2 0.998  PULLLAGE GREEN DELVE  CONCRETE  4 DIET  59 64 0.451 2 0.998  PULLLAGE GREEN DELVE  CONCRETE  4 DIET  50 65 0.822 2 0.546  CORDER FOAD  ASPHALT  PIET  50 65 0.822 2 0.546  CORDER FOAD  CONCRETE  4 DIET  50 65 0.822 2 0.546  CORDER FOAD  ASPHALT  PIET  50 65 0.822 2 0.546  CORDER FOAD  CONCRETE  4 DIET  50 65 0.822 2 0.546  CORDER FOAD  CONCRETE  4 DIET  50 65 0.822 2 0.546  CORDER FOAD  CONCRETE  50 0.003 2 0.046  CORDER FOAD  CONCRETE  50 0.003 2 0.046  CORDER FOAD  CONCRETE  50 0.003 2 0.046  CORDER FOAD  CONCRETE  50 0.003 2 0.							•		
EINGLEY CIECLE  DEBRIELD BOAD (SEC. 1) ASPHALT 7 DIET 51 53 0.807 2 1.614  DEBRIELD BOAD (SEC. 1) ASPHALT 7 DIET 51 53 0.807 2 1.614  COLF ORERW DRIVE CONCESTE 4 DIET 52 54 0.181 2 0.352  PERDREY DRIVE ASPHALT 7 DIET 52 57 0.376 2 0.552  BADARAUCH DRIVE ASPHALT 7 DIET 52 57 0.376 2 0.552  BADARAUCH DRIVE ASPHALT 7 DIET 52 56 0.311 2 0.522  INDIANYOONS DRIVS CONCESTE 4 DIET 54 59 0.34 2 0.582  RONTCONERT PHARS IV(SEC.2) CONCESTE 4 DIET 57 54 0.075 2 0.522  INDIANYOONS DRIVS CONCESTE 4 DIET 57 57 67 0.252 2 0.504  TRUBURN DRIVE ASPHALT 7 DIET 57 57 67 0.252 2 0.504  TRUBURN DRIVE ASPHALT 7 DIET 57 57 67 0.252 2 0.504  TRUBURN DRIVE CONCESTE 4 DIET 55 55 6 0.301 2 0.252  RAIN STREET (SEC. 1) ASPHALT 7 DIET 57 57 67 0.252 2 0.504  TRUBURN DRIVE CONCESTE 4 DIET 58 51 0.286 2 0.572  RAIN STREET (SEC. 2) ASPHALT 7 DIET 57 67 0.252 2 0.504  TRUBURN DRIVE CONCESTE 4 DIET 59 54 0.103 2 0.266  CORNELL BOAD ASPHALT 7 DIET 59 54 0.103 2 0.266  CORNELL BOAD ASPHALT 7 DIET 59 54 0.103 2 0.266  CORNELL BOAD ASPHALT 7 DIET 59 56 0.407 2 0.814  BRANDYWINE LAME CONCESTE 4 DIET 59 66 0.454 2 0.998  TILLIAGE GREEN DRIVE CONCESTE 4 DIET 50 65 0.123 2 0.246  CORNELL BOAD ASPHALT 7 DIET 50 56 0.123 2 0.246  CORNELL BOAD ASPHALT 7 DIET 50 56 0.123 2 0.246  CORNELL BOAD ASPHALT 7 DIET 50 56 0.123 2 0.246  CORNELL BOAD ASPHALT 7 DIET 50 56 0.123 2 0.266  CORNELL BOAD ASPHALT 7 DIET 50 56 0.0123 2 0.266  CORNELL BOAD ASPHALT 7 DIET 50 56 0.0123 2 0.266  CORNELL BOAD ASPHALT 7 DIET 50 56 0.003 2 0.005  COLINDA DRIVE ASPHALT 7 DIET 50 56 0.0123 2 0.272  STRAIGHT STERRT ASPHALT 7 DIET 50 56 0.003 2 0.005  COLINDA DRIVE ASPHALT 7 DIET 50 56 0.003 2 0.005  COLINDA DRIVE ASPHALT 7 DIET 50 56 0.003 2 0.005  COLINDA DRIVE ASPHALT 7 DIET 50 56 0.005 2 0.112  CONCESTE 4 DIET 57 57 0.005 2 0.112  EXERCICA LANE CONCESTE 4 DIET 57 50 0.013 2 0.272  STRAIGHT STERRY ASPHALT 7 DIET 50 56 0.005 2 0.112  EXERCICA LANE CONCESTE 4 DIET 57 50 0.005 2 0.112  EXERCICA LANE CONCESTE 4 DIET 70 74 0.022 2 0.582  EXPHALT 7 DIET 70 74 0.022 2 0.583  STRUBLEDERS LIKE	•								
DEBERTIELD ROAD (SEC. 1)									
DIRECTION FOLD (SEC. 2)									
COLF GEREN DELYE									
PENDERY DELVE ASPHALT 7 DIET 52 57 0.376 2 0.752 EADRAUGH DELVE ASPHALT 7 DIET 52 55 0.311 2 0.652 EADRAUGH DELVE ASPHALT 7 DIET 52 55 0.311 2 0.652 EADRAUGH DELVE CONCERTE 4 DIET 54 59 0.14 2 0.664 CURT LANE ASPHALT 7 DIET 57 54 0.075 2 0.155 EARLH ROAD ASPHALT 7 DIET 57 54 0.075 2 0.156 FIGUROH DELVE CONCERTE 4 DIET 57 54 0.075 2 0.564 FIGUROH DELVE CONCERTE 4 DIET 58 61 0.285 2 0.572 HAIN STREET (SEC. 1) ASPHALT 3 DIET 59 54 0.103 2 0.266 EOSS AVENUR ASPHALT 7 DIET 59 54 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 54 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 54 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 64 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 64 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 64 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 64 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 64 0.103 2 0.206 EOSS AVENUR ASPHALT 7 DIET 59 62 0.407 2 0.814 BRANDIVIRE LANE CONCERTE 4 DIET 59 62 0.407 2 0.814 ERANDIVIRE LANE CONCERTE 4 DIET 50 65 0.822 2 1.644 TODO AVENUR ASPHALT 7 DIET 60 65 0.822 2 1.644 TODO AVENUR ASPHALT 7 DIET 60 65 0.822 2 1.644 TODO AVENUR ASPHALT 7 DIET 65 65 0.822 2 1.644 TODO AVENUR ASPHALT 7 DIET 65 65 0.033 2 0.006 EOUIND ADELVE CONCERTE 4 DIET 65 65 0.033 2 0.006 EOUIND ADELVE CONCERTE 4 DIET 65 60 0.136 2 0.272 SICAHORE STREET ASPHALT 1 DIET 65 60 0.136 2 0.272 SICAHORE STREET ASPHALT 1 DIET 65 60 0.136 2 0.272 SICAHORE STREET ASPHALT 1 DIET 65 60 0.136 2 0.272 SICAHORE STREET ASPHALT 1 DIET 65 60 0.136 2 0.272 SICAHORE STREET ASPHALT 1 DIET 65 70 0.136 2 0.272 SICAHORE CONCERTE 4 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 7 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 7 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 1 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 1 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 1 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 1 DIET 67 65 0.003 2 0.006 EAUND ADELVE ASPHALT 1 DIET 70 74 0.032 2 0.138 EAUND EAUND ASPHALT 7 DIET 70 74 0.032 2 0.138 EAUND EAUND ASPHALT 7 DIET 70 74 0.032 2 0.358 EAUND EAUND ASPHALT 7 DIET 73 74 0.009 2 0.138 EAUND EA									
BADABADGH DELVE									
INDIANYOODS DRIVE CONCRETE 4 DIRT 54 59 0.34 2 0.58 NOFFOCKERY PHASE IV(SEC.2) CONCRETE 3 DIRT 54 50 0.151 4 0.504									
### RONFIGOMERY PHASE IV(SEC.2) CONCRETE 3 DIRT 54 60 0.151 4 0.504   CURT LANE ASPHALT 7 DIRT 57 54 0.075 2 0.155   FREIN ROAD ASPHALT 7 DIRT 57 54 0.075 2 0.155   FREIN ROAD ASPHALT 7 DIRT 57 67 0.252 2 0.504   FIGURED DRIVE CONCRETE 4 DIRT 58 61 0.286 2 0.572   RAIN STREET (SEC. 1) ASPHALT 3 DIRT 59 54 0.224 2 0.448   RAIN STREET (SEC. 2) ASPHALT 7 DIRT 59 54 0.103 2 0.206   EOSS AVENUE ASPHALT 7 DIRT 59 54 0.103 2 0.206   EOSS AVENUE ASPHALT 7 DIRT 59 64 0.454 2 0.908   FULLAGE GREEN DRIVE CONCRETE 4 DIRT 59 62 0.407 2 0.814   ERANDTWIRE LANE CONCRETE 4 DIRT 59 65 0.407 2 0.814   ECONVELL ROAD ASPHALT 7 DIRT 50 65 0.822 2 1.644   CORNELL ROAD ASPHALT 7 DIRT 60 60 0.123 2 0.246   CORNELL ROAD ASPHALT 7 DIRT 60 65 0.822 2 1.644   TODD AVENUE ASPHALT 7 DIRT 65 65 0.822 2 1.654   TODD AVENUE ASPHALT 7 DIRT 65 65 0.822 2 1.654   TODD AVENUE ASPHALT 7 DIRT 65 65 0.303 2 0.076   COLVED ABILY CONCRETE 4 DIRT 65 65 0.303 2 0.076   COLVED ABILY CONCRETE 4 DIRT 65 65 0.303 2 0.076   COLVED ABILY CONCRETE 4 DIRT 65 60 0.188 2 0.375   SYNTHRHOPD DRIVE CONCRETE 4 DIRT 65 60 0.188 2 0.375   SYNTHRHOPD DRIVE ASPHALT 7 DIRT 65 64 0.555 1.13   CONVO COURT CONCRETE 4 DIRT 67 65 0.655 1.13   CONVO COURT CONCRETE 4 DIRT 67 65 0.206 2 0.412   ZIG ZAG ROAD SEC.4; ASPHALT 7 DIRT 67 65 0.125 2 0.25   ZIG ZAG ROAD SEC.4; ASPHALT 7 DIRT 67 65 0.125 2 0.25   ZISTRHONY AVENUE ASPHALT 7 DIRT 67 65 0.125 2 0.26   ZISTRHONY AVENUE ASPHALT 7 DIRT 67 65 0.006 2 0.412   ZISTRHONY AVENUE ASPHALT 7 DIRT 70 74 0.412 2 0.344   VILLO ORCHARD LANE ASPHALT 7 DIRT 71 73 0.006 2 0.138   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.08 2 0.15   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 71 0.021 2 0.358   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.08 2 0.15   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.08 2 0.15   ZISTRHONG DALAH ASPHALT 7 DIRT 71 74 0.08 2 0.15   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.08 2 0.15   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.08 2 0.15   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.09 2 0.18   ZISTRHONY AVENUE ASPHALT 7 DIRT 71 74 0.09 2 0.18   ZIS									
CUET LAME  ASPHALT 7 DIRT 57 54 0.075 2 0.15 PRIN BOAD  ASPHALT 7 DIRT 57 67 0.252 2 0.504 FIBURON DRIVE CONCERTE 4 DIRT 58 61 0.286 2 0.572 MAIN STREET (SEC. 1) ASPHALT 7 DIRT 59 54 0.224 2 0.448 MAIN STREET (SEC. 2) ASPHALT 7 DIRT 59 54 0.103 2 0.206 ROSS AVERNEY  ASPHALT 7 DIRT 59 64 0.454 2 0.908 VILLAGE GREEN DRIVE CONCERTE 4 DIRT 59 62 0.407 2 0.814 REANDYWINE LAME CONCERTE 4 DIRT 59 62 0.407 2 0.814 REANDYWINE LAME CONCERTE 4 DIRT 59 62 0.407 2 0.814 REANDYWINE LAME CONCERTE 4 DIRT 59 62 0.407 2 0.814 REANDYWINE LAME CONCERTE 4 DIRT 60 60 0.123 2 0.246 CORNELL ROAD ASPHALT 7 DIRT 63 67 0.16 2 0.322 STRAICHT STREET ASPHALT 7 DIRT 63 67 0.16 2 0.322 STRAICHT STREET ASPHALT 7 DIRT 63 67 0.16 2 0.322 STRAICHT STREET ASPHALT 7 DIRT 65 70 0.103 2 0.006 COUDER ROAD (SBC. 2) ASPHALT NONE DIRT 65 70 0.136 2 0.272 STCANORE STREET ASPHALT 7 DIRT 65 70 0.136 2 0.272 STCANORE STREET ASPHALT 7 DIRT 65 70 0.136 2 0.272 STCANORE STREET ASPHALT 7 DIRT 65 70 0.136 2 0.272 CONVO COURT CONCERTE 4 DIRT 67 65 70 0.136 2 0.272 CONVO COURT CONCERTE 4 DIRT 67 65 0.206 2 0.412 ERRRICK LAME CONCERTE 4 DIRT 67 65 0.206 2 0.412 ERRRICK LAME CONCERTE 4 DIRT 67 65 0.206 2 0.412 ERRRICK LAME CONCERTE 4 DIRT 67 65 0.125 2 0.255 ENTINGTON ROAD ASPHALT 7 DIRT 67 69 1.592 2 3.184 STRPHONY AVENUE ASPHALT 7 DIRT 67 69 1.592 2 3.184 STRPHONY AVENUE ASPHALT 7 DIRT 67 69 1.252 0.252 ERRINGTON ROAD ASPHALT 7 DIRT 70 74 0.125 2 0.252 ERRINGTON ROAD ASPHALT 7 DIRT 70 74 0.125 2 0.252 ERRINGTON ROAD ASPHALT 7 DIRT 70 74 0.125 2 0.252 ERRINGTON ROAD ASPHALT 7 DIRT 70 74 0.125 2 0.252 ERRINGTON ROAD ASPHALT 7 DIRT 71 71 71 0.005 2 0.114 ELESSCANDO COURT ASPHALT 7 DIRT 72 74 0.08 2 0.164 ETHERSKNOLL DRIVE CONCERTE 4 DIRT 73 73 0.033 2 0.078 SYDELECRET LAME CONCERTE 4 DIRT 73 73 0.033 2 0.078 SYDELECRET ALBY CONCERTE 4 DIRT 73 74 0.147 2 0.394 EVILLE ROAD ASPHALT 1 DIRT 73 74 0.147 2 0.294 EVILLE ROAD ASPHALT 1 DIRT 73 74 0.147 2 0.294 EVILLE ROAD ASPHALT 1 DIRT 73 74 0.147 2 0.294 EVILLE ROAD ASPHALT 1 DIRT 75 71 0.092 2 0.368 EVILLE COURT ASPHALT 1 D									
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MAIN STEERT (SEC. 1) ASPHALT 3 DIRT 59 \$4 0.224 2 0.448 MAIN STEERT (SEC. 2) ASPHALT 7 DIRT 59 \$4 0.103 2 0.206 ROSS AVENUE ASPHALT 7 DIRT 59 \$4 0.154 2 0.908 ROSS AVENUE ASPHALT 7 DIRT 59 \$6 0.407 2 0.814 REANDYWINE LAHR CONCERTE 4 DIRT 59 \$2 0.407 2 0.814 REANDYWINE LAHR CONCERTE 4 DIRT 59 \$6 0.407 2 0.814 REANDYWINE LAHR CONCERTE 4 DIRT 59 \$6 0.407 2 0.814 REANDYWINE LAHR CONCERTE 4 DIRT 59 \$6 0.822 2 1.544 CORNELL ROAD ASPHALT 7 DIRT 53 \$67 0.15 2 0.246 CORNELL ROAD ASPHALT 7 DIRT 53 \$67 0.15 2 0.246 CORNERUE ASPHALT 7 DIRT 53 \$67 0.15 2 0.332 STEAIGHT STEERT ASPHALT 7 DIRT 53 \$67 0.15 2 0.332 STEAIGHT STEERT ASPHALT 7 DIRT 55 55 0.303 2 0.506 COOPER ROAD (SEC. 2) ASPHALT NONE DIRT 55 55 0.303 2 0.506 COURT CONCERTE 4 DIRT 65 70 0.136 2 0.272 STCANORS STREBT ASPHALT 1 DIRT 55 54 0.565 2 1.13 CONVO COURT CONCERTE 4 DIRT 65 70 0.138 2 0.396 VINTHEOP DRIVE ASPHALT 1 DIRT 55 54 0.565 2 1.13 CONVO COURT CONCERTE 4 DIRT 67 55 0.206 2 0.412 KRERICK LAHR CONCERTE 4 DIRT 67 66 0.125 2 0.25 ZIG ZAG ROAD ASPHALT 7 DIRT 57 69 1.592 2 3.184 COOPER ROAD (SEC. 4) ASPHALT 7 DIRT 57 69 1.592 2 3.184 COOPER ROAD (SEC. 4) ASPHALT 7 DIRT 67 68 0.125 2 0.256 TURTLECERER LAHR CONCERTE 4 DIRT 69 51 0.173 2 0.358 TURTLECERER LAHR CONCERTE 4 DIRT 70 74 0.125 2 0.256 TURTLECERER LAHR CONCERTE 4 DIRT 70 74 0.125 2 0.256 TURTLECERER LAHR CONCERTE 4 DIRT 71 73 0.0562 2 0.124 LANYARD DRIVE CONCERTE 4 DIRT 71 73 0.0562 2 0.124 LANYARD DRIVE CONCERTE 4 DIRT 71 73 0.0562 2 0.124 LANYARD DRIVE CONCERTE 4 DIRT 71 73 0.0562 2 0.124 LANYARD DRIVE CONCERTE 4 DIRT 73 73 0.033 2 0.508 STIEBE STRENT ASPHALT 7 DIRT 73 74 0.147 2 0.358 STIEBE STRENT ASPHALT 7 DIRT 73 74 0.147 2 0.294 COPPERVOOD LANE ASPHALT 7 DIRT 73 74 0.147 2 0.294 CONCERTE 4 DIRT 73 73 74 0.147 2 0.294 CONCERTE 4 DIRT 73 74 0.065 2 0.512 LANYARD DRIVE CONCERTE 4 DIRT 73 74 0.147 2 0.294 CONCERTE 4 DIRT 73 74 0.0651 2 0.368 CAPHALT 1 DIRT 73 74 0.0651 2 0.368 CAPHALT 1 DIRT 73 74 0.0651 2 0.368 CAPHALT 1 DIRT 75 71 0.184 2 0.368 CAPHALT 1 DIRT 75 71 0.184 2 0.368 CAPHALT 1 DIRT 75									
MAIN STREET (SEC. 2) ASPHALT 7 DIRT 59 \$4 0.103 2 0.205  BOSS AVENUE ASPHALT 7 DIRT 59 \$4 0.454 2 0.988  **VILLAGE GREN DELVE CONCRETE 4 DIRT 59 \$6 0.407 2 0.314  BRANDTYLINE LANS CONCRETE 4 DIRT 59 \$6 0.407 2 0.246  CORNELL BOAD ASPHALT 7 DIRT 50 \$6 0.123 2 0.246  CORNELL BOAD ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.822 2 1.644  TODD AVENUE ASPHALT 7 DIRT 50 \$6 0.136 2 0.272  STIC JAGG BOAD ASPHALT 7 DIRT 50 \$6 0.136 2 0.272  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 50 \$6 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 70 74 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 70 74 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 70 74 0.125 2 0.25  TOD AVENUE ASPHALT 7 DIRT 70 74 0.324 2 0.668  TOD AVENUE ASPHALT 7 DIRT 70 74 0.324 2 0.668  TOD AVENUE ASPHALT 7 DIRT 70 74 0.324 2 0.668  TOD AVENUE ASPHALT 1 DIRT 70 74 0.008 2 0.116  TOD AVENUE ASPHALT 1 DIRT 70 74 0.008 2 0.124  TOD AVENUE ASPHALT 1 DIRT 70 74 0.009 2 0.588  TOD AVENUE ASPHALT 1 DIRT 70 74 0.009 2 0.588  TOD AVENUE ASPHALT 1 DIRT 70 74 0.009 2 0.588  TOD AVENUE ASPHALT 1 DIRT 70 74 0.			•						
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VILLAGE GREEN DRIVE         CONCERTE         4         DIRT         59         62         0.407         2         0.814           BRAMDYNIME LANB         CONCERTE         4         DIRT         60         60         0.123         2         0.246           CORNELL EOAD         ASPHALT         7         DIRT         60         66         0.822         2         1.644           TODD AVERUR         ASPHALT         7         DIRT         63         67         0.16         2         0.32           STEAIGHT STEBET         ASPHALT         7         DIRT         64         73         0.038         2         0.066           COLRER EOAD         ASPHALT         NONE         DIRT         65         65         0.303         2         0.606           COLINDA DRIVE         CONCRETE         4         DIRT         65         70         0.136         2         0.272           STCALORES STERET         ASPHALT         1         DIRT         65         64         0.565         2         1.13           CONCERTE         4         DIRT         67         65         0.206         2         0.412           KERRICK         LANE         CONCER	•		-						
BRANDYWINE LANE  CONCERTE 4  DIET 50 60 0.123 2 0.246  CORNELL ROAD  ASPHALT 7 DIET 50 66 0.822 2 1.644  TODD AVENUE  ASPHALT 7 DIET 50 66 0.822 2 1.644  TODD AVENUE  ASPHALT 7 DIET 50 66 0.822 2 1.644  TODD AVENUE  ASPHALT 7 DIET 63 67 0.16 2 0.332  STRAIGHT STRERT  ASPHALT 7 DIET 65 65 0.303 2 0.506  CEINDA DRIVE  CONCERTE 4 DIET 65 65 0.303 2 0.506  CEINDA DRIVE  CONCERTE 4 DIET 65 70 0.136 2 0.272  STCANDRE STRERT  ASPHALT 7 DIET 65 70 0.136 2 0.272  STCANDRE STRERT  ASPHALT 7 DIET 65 64 0.565 2 1.132  CONVO COURT  CONCERTE 4 DIET 67 65 0.266 2 0.412  RERRICK LANE  CONCERTE 4 DIET 67 65 0.266 2 0.412  RERRICK LANE  CONCERTE 4 DIET 67 65 0.125 2 0.25  ZIG ZAG ROAD  ASPHALT 7 DIET 67 65 1.592 2 3.184  COOPDER ROAD (SEC.4)  ASPHALT 7 DIET 67 65 1.592 2 3.184  SYMPHONY AVENUE  ASPHALT 7 DIET 67 65 1.592 2 3.184  SYMPHONY AVENUE  ASPHALT 7 DIET 69 71 0.173 2 0.358  TURTLECREEK LANE  CONCERTE 4 DIET 69 71 0.173 2 0.358  TURTLECREEK LANE  CONCERTE 4 DIET 70 74 0.125 2 0.25  EBENINGTON ROAD  ASPHALT 7 DIET 70 74 0.125 2 0.25  EBENINGTON ROAD  ASPHALT 7 DIET 70 74 0.472 2 0.344  TREVILLIGER ALLEY  ASPHALT 7 DIET 70 74 0.472 2 0.344  TREVILLIGER ALLEY  ASPHALT 7 DIET 70 74 0.472 2 0.344  TREVILLIGER ALLEY  ASPHALT 7 DIET 70 74 0.08 2 0.16  THEBERKYOLL DRIVE  CONCERTE 4 DIET 72 74 0.08 2 0.16  THEBERKYOLL DRIVE  CONCERTE 4 DIET 73 73 0.092 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.388  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.388  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 73 71 0.291 2 0.588  SHIDBE STREET  ASPHALT 1 DIET 74 74 0.09 2 0.413  CALERIAGE LANE  CONCERTE 4 DIET 76 74 0.09 2 0.413  CALERIAGE LANE  CONCERTE 4 DIET 76 74 0.09 2 0.413  CALERIAGE LANE  CO			•						
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STCAHORE STREBT   ASPHALT   7 DIET   65   70   0.198   2   0.396									
VINTHROP DRIVE									
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VIMBLEDON COURT       ASPHALT       1       DIRT       74       73       0.209       2       0.418         CAERIAGE LANE       CONCRETE       4       DIRT       75       71       0.184       2       0.368         ASPHALT       3       DIRT       76       80       2         PORESTRIVOLES ORIVE       CONCRETE       4       DIRT       76       74       0.09       2       0.18         TAULHAN ALLEY       ASPHALT       7       DIRT       76       75       0.112       2       0.224         TAULHAN ALLEY       ASPHALT       7       DIRT       76       80       0.047       2       0.094				-					
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V211.PD D010 (SB0 5)	CAMPAGE AND ARREST		4				0.112	2	0.224
**************************************	URI Law Bara A		7					L	0.094
	**************************************	ASPHALT	HONE	DIRT	76	75	0.554	Ź	

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COOPER ROAD (SEC. 1)	ASPH.O.L.	7	DIRT	77	78	0.427	2	0.854
B. KEHPER ROAD	ASPHALT	7	DIRT	78	81	0.522	2	1.044
TANAGERWOODS DRIVE (SEC.2)		1	DIRT	79	77	0.547	2	1.094
TANAGERWOODS DRIVE (SEC. 1		4	DIRT	80	76	0.249	2	0.498
VEST BOAD	ASPHALT	7	DIRT	80	84	0.059	2	0.118
HOSSHILL LANE	ASPHALT	1	DIRT	81	79	0.1	2	0.2
WELLER ROAD (SEC.3)	ASPHALT	NONE	DIRT	81	82	0.251	2	0.502
WELLER ROAD (SEC.6)	ASPHALT	HONE	DIRT	81	81	0.370	2	0.740
BORDRAUX COURT	ASPHALT	1	DIRT	82	79		2	0.10
COOPERHEADOW LANE	ASPHALT	1	DIRT	32	81	0.334	2	0.668
THISTLEWOOD COURT	CONCERTE	4	DIRT	82	81	0.203	2	0.406
WELLER ROAD (SEC.1) WELLERWOODS DRIVE	ASPHALT	NONB	DIRT	82	34	0.355	2	0.710
BARNSLEY COURT	ASPH.O.L.	4	DIRT	82	79	0.143	2	0.286
BRATTLE LANE	ASPH.O.L. ASPHALT	4	DIRT	83	80	0.114	2	0.228
RSCONDIDO DRIVE	ASPHALT	l	DIRT	83 -	81	0.088	2	0.176
OLD POND DRIVE	ASPHALT	i i	DIRT	83	31	0.281	2	0.562
SHARBRDALE DRIVE	ASPHALT	1 3	DIRT	83	82	0.163	2 ·	0.326
CASTLEFORD LANE	ASPH.O.L.	1	DIRT	83	87	0.171	2	0.312
CROTON DRIVE	ASPH.O.L.	4	DIRT	84	82	0.384	2	0.768
LONDONDERRY COURT	ASPHALT	1	DIRT	84	81	0.291	2	0.582
KELTON DELAE	ASPH.O.L.	4	DIRT	84	92	0.085	2	0.17
HITCHELLPARK LANE	ASPHALT	3	DIRT DIRT	84	81 oc	0.103	2	0.206
HOLLOWWOOD CIRCLE	ASPH.O.L.	I	DIRT	84 85	85	0.423	2.	0.846
STOCKBRIDGE LANE	ASPHALT	1	DIRT	85	63 63	0.037	2	0.074
YORKWAY LANE	ASPHALT	1	DIRT	85	83 77	0.142	2 2	0.284
BRANBLEWOOD CIRCLE	ASPH.O.L.	·į	DIRT	86	30	0.022	2	0.044
STONE COURT	ASPHALT	1	TSIC	85	93 93	0.037 0.126	2	0.074
ELBERCHT DRIVE (SEC. 2)	ASPHALT	1	DIRT	87	85	0.125	2	0.252
HIGHTOYER COURT	ASPHALT	7	DIRT	87	iĉ on	0.276 0.186	2	0.556
PEACHTRES LANE	ASPHALT	i	DIRT	87	85 85		- 2	9.372 9.41
BELLEFORD COURT	ASPH.O.L.	4	DIRT	88	85	0.205	<u>.</u>	7.152
IVYGATE LANE	ASPHALT	i	DIRT	88	36	0.293	2	7.102 0.588
LONDONRIDGE COURT	ASPH.O.L.	4	DIET	33	- 15	0.134	2	0.368 C.268
SHADOWPOINT COURT	ASPH.O.L.	Ī	DIET	38	<u>;;</u>	0.158	2	0.316
COOPER ROAD (SEC. 2)	ASPH.O.L.	3	DIET	29	19	0.421	9	0.842
DEERCREEK LANE	CORCERTE	4	DIRT	89	29	0.047	2	0.034
SHADOWCREST COURT	ASPH.O.L.		DIRT		97	0.085	2	0.17
TREEHBIGHTS COURT	ASPHALT	1	DIRT		\$7	6.109	2	0.218
BUTTERORSEK LANE	CONCRETE	<u> </u>	DIRT		33	6.07	9	0.14
GENTLEWING DRIVE (SEC. 2)	ASPH.O.L.	Ť	DIRT		37	0.188	•	0.378
HICKORYELUFF COURT	ASPH.O.L.	Ę	DIRT		73	7.049	22 07 04	0.093
SHADOWHILL WAY	ASPH.O.L.		DIRT		75	3.61		1.22
STONEHENGE DRIVE	ASPH.O.L.	4	PEIC		75 21	9.277	67 69 61 68	0.554
COOPER ROLD (SEC.3)	ASPHALT	ĉ	DIRT	31	21	0.269	9	0.538
SREENOLL COURT	ASPW.C.L.	•	DIST	3:	23	0.187	2	0.374
IBLEAY DELVE (SEC. 1)	ASPHALT	Ţ ·	EIRT	91		0.409	2	8.818
PORESTOLEY DRIVE	ASPE.O.L.	4	CIRT	91	Ð	2.311	5 55 55 55 55 55	1.622
LAURELYIEW DELVE	ASPHALT	1	DIRT	31	33	0.335	2	0.67
TRABANT DRIVE	ASPH.C.L.	į	DIET	91		0.057	7	3.114
WELLERSTATION DRIVE	ASPHALT	:	DIRT	91	92	0.16	2	0.32
NOODEEN AVA	ASPH.O.L.		DIRT	91	29	0.209	2	0.418
BOBWEITE COURT	ASPHALT	1	DIET	92	83	9.06	2 2	0.12
BRONVELL LANE	ASPHALT	1	DIRT	92	. 89	0.362	2	0.124
CRESTRIND CIRCLE	ASPE.O.L.	Ļ	-DIRT	92	29	0.061	2	0.122
DELRAY DETVE (SEC. 2)	ASPH.O.L.	i	DIRT	92	87	0.269	2	0.538
HARTFORDHILL	ASPHALT		DIRT	92	95	-	2	,
	ASPH.O.L.	4	DIRT	92	91)	0.194	2	0.388
THANDSTON DELLE	ASPH.O.L.	· 4	DIRT	92	89	0.154	2	0.308

## PAVEMENT RATING SYSTEM

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MONTGOMERY PHASE I	ASPHALT	6	DIRT	92	95	0.758	4	3.030
TERWILLIGERS VALLEY LANE	ASPHALT	3	DIRT	92	35	0.131	2	0.262
WINDZAG (SBC. 1)	ASPHALT	1	DIRT	92	88	0.152	Ž	0.304
WINDZAG (SEC. 2)	ASPH.O.L.	4	DIRT	92	38	0.307	2	0.614
BRIDGEVATER LANE	ASPHALT	1	DIRT	93	91	0.081	2	0.152
CEDARVIEW DRIVE	ASPHALT	1	DIRT	93	89	0.074	2	0.148
COOPER LANE	ASPHALT	7	DIRT	93	94	0.201	2	0.402
DEBRSHADOW LANE	ASPH.O.L.	4	DIRT	93	91	0.352	2	0.704
BIGGINE COURT	ASPH.O.L.	ţ	DIRT	93	90	0.038	2	0.076
HOPEWELL BOAD	ASPHALT	7	DIRT	93	94	0.443	2	0.886
WINDHAVEN COURT	ASPH.O.L.	4	DIRT	93	9 1 <sup>.</sup>	0.108	2	0.216
GLENASH COURT	ASPH.O.L.	4	DIRT	94	91	0.032	· 2	0.064
JOLAIN DRIVE (SEC. 1)	ASPH.O.L.	4	DIRT	94	92	0.075	. 2	0.15
. TRADEWIND COURT	ASPH.O.L.	Ÿ	DIRT	94	97	0.049	Z	0.098
TRAVERSE COURT	ASPH.O.L.	4	DIRT	94	91	0.18	2	0.36
WELLER BOAD (SEC.2)	ASPHALT	HONE	DIRT	94	95	0.099	2	0.199
GRANDOÀKS LANE	ASPHALT	1	DIRT	95	92	0.085	2	0.17
HUCKLEBERRY LANE	ASPHALT	1	DIRT	95	97	0.221	Ż	0.442
SAKSTONE COURT	ASPHALT	1	DIRT	95	97	0.06	2	0.12
SOUTHWIND DRIVE	ASPHALT	1	DIRT	95	97	0.236	2	0.472
TERWILLIGERS TRAIL	ASPHALT	I	DIET	95	93	0.203	2	0.406
TERWILLIGERS BUN (SEC. 1)	ASPHALT	1	DIRT	96	92	0.165	2	0.33
TERWILLIGERS RUN (SEC. 2)	ASPHALT	3	DIRT	96	92	0.139	2	0.278
ADVENTURE LANE (SEC. 1)	ASPH O.L.	4	DIRT	97	93	0.298	2	0.596
ADVENTURE LANE (SEC. 2)	ASPHALT	3	DIRT	97	93	0.228	2	0.456
ADVENTURE LANE (SEC.3)	ASPHALT -	1	DIRT	97	93	0.32	. 2	0.64
OLD LEGEND COURT	ASPHALT	1	DIRT	97	93	0.045	2	0.09
WELLER ROAD (SEC.4)	ASPHALT	NONE	DIRT	97	98	0.349	2	0.698
CINDREBLLA DRIVE	ASPHALT	1	DIRT	98	99	0.458	2	0.916
COOPER ROAD (SEC.1)	ASPHALT	HONE	DIRT	98	99	0.259	2	0.518
COOPER ROAD (SEC.5)	ASPHALT	3	DIRT	98	98	0.223	2	0.447
COOPER ROAD (SEC. 3)	ASPHALT	2	DIRT	98	99	0.232 -	2	0.464
FAIRWIND DRIVE	ASPHALT	1	DIRT	98	99	0.185	2	0.37
HONTGONERY PHASE III	ASPHALT	6	DIRT	98	99	0.353	4	1.411
OLD FARM COURT	ASPHALT	1	DIRT	98	99	0.041	2	0.082
OLD TOWN COURT	ASPHALT	i	DIRT	38	99	0.035	2	0.07
SCHOOLHOUSE LANE	TJAHQEA	1	DIRT	98	99	0.336	2	0.672
TRAILWIND DRIVE (SEC. 1)	ASPHALT	1	DIRT	98	99	0.92	2	1.84
TRAILWIND DRIVE (SEC. 2)	ASPHALT	1	DIRT	98	99	0.167	2	0.334
TWINKLE LANK	ASPHALT	7	DIRT	98	99	0.064	2	0.128
BAYWIND DRIVE (SEC. 1)	ASPH.O.L.	4	DIRT	99	98	0.083	2	0.166
BAYWIND DRIVE (SEC. 2)	ASPHALT	1	DIRT	99	98	0.255	2	0.51
BOOKHARK PLACE	ASPHALT	1	DIRT	99	99	0.065	2	0.13
CAMPUS LANB	ASPHALT	. 7	DIRT	99	99	0.246	2	0.492
DRIFTWIND COURT	ASPHALT	1	DIRT	99	99	0.046	2	0.092
FOURWINDS DRIVE	ASPHALT	i '	DIRT	99	99	0.187	2	0.374
GENTLEWIND DRIVE (SEC. 1)	ASPHALT	1	DIRT	99	98	0.086	2	0.172
HARTFIELD PLACE	ASPHALT	7	DIRT	99	99	0.204	2	0.408
JOLAIN DRIVE (SEC. 2)	ASPHALT	7	DIRT	. 99	99	0.319	2	0.638
JOLAIN DRIVE (SEC. 3)	ASPHALT	i	DIRT	99	99	0.394	2	0.788
KENILYORTH LANK	ASPHALT	3	DIRT	99	99	0.115	2 .	0.23
RENNEDY LANK	ASPHALT	3	DIRT	99	99	0.097	2 ·	0.194
KERRIANNA DRIVE	ASPRALT	?	DIRT	99	99	0.191	2	0.382
ENOLLBROOK TERRACE	ASPHALT	. 1	DIRT	99		0.313	2	0.626
LAKEWATER DRIVE (SEC. 1)	ASPH.O.L.	4	DIRT	99	99	0.036	2	0.072
LAKBWATER DRIVE (SEC. 2)	ASPHALT	1	DIRT .	99	99	0.102	2	0.204
HOHTGOMBRY PHASE [[(SEC.1)	ASPHALT	2	DIRT	99	99	0.568	2	1.136
HONTGOKERY PHASE II(SEC.2)		6	DIRT	99	99	0.339	4	1.355
SHRLLDALR WAY	ASPHALT .	1	DIRT	99	99	0.337	2	0.574

## PAVEMENT RATING SYSTEM

STORYBOOK DRIVE	ASPHALT	, .	DIRT	99	99	0.47	2	0.94
TANAGERHILLS DRIVE	ASPHALT	•	DIRT	99	99	0.086	2	0.172
THUMBELINA COURT (SEC. 1)	ASPHALT	1	DIRT	99	99	0.049	2	0.098
THUMBELINA COURT (SEC. 2)	ASPH.O.L.	4	DIRT	99	99	0.271	2	0.542
THUMBELINA COURT (SEC. 3)	ASPHALT	i	DIRT	99	99	0.023	2	0.046
TOLLGATE LANE	ASPHALT	i	DIRT	99	99	0.617	2	1.234
VALLEYSTERAM DRIVE	ASPHALT	1	DIRT	99	99	0.077	2	0.154
WESTWIND LANE	ASPHALT	1	DIRT	99	99	0.258	2	0.515
WINDPOINT PLACE	ASPHALT	1	DIRT	99	99	0.045	2	0.09
HINDFOINT I DNOD	C		ONTGOKERY VENTORY		FILE=C:S'	reeetihvent	TORY	

B:/s

file=c:street1

## MONTGOMERY ROAD - PHASE IV

MAIN STREET & REMINGTON ROAD INTERSECTION SIGHT DISTANCE AND ALIGNMENT PROBLEMS



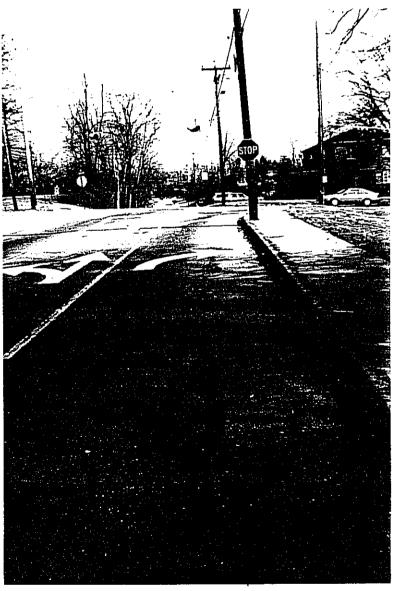


## MONTGOMERY ROAD - PHASE IV

MAIN STREET ALLIGATOR CRACKING

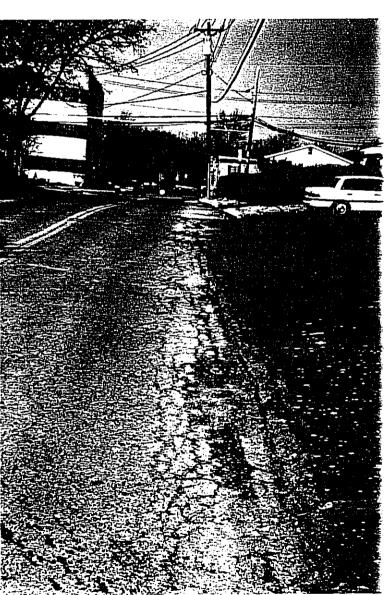
MAIN STREET LONGITUDINAL CRACKING TRANSVERSE CRACKING







0-17-6



TITUILLIGERS ALLEY BRUS GBSASSESS DETERIORATED PAVEMENT

## DRAINAGE INADEQUACIES







## ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1993, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, must be provided to substantiate the stated percentage.

Typical examples are:

Road percentage= <u>Miles of road that are in poor condition</u>
Total miles of road within jurisdiction

Storm percentage= <u>Miles of storm sewers that are in poor condition</u>
Total miles of storm sewers within jurisdiction

Bridge percentage= <u>Number of bridges that are in poor condition</u>

Number of bridges within jurisdiction

18.34 lane miles, out of a total of 87.4 lane miles in the City of Montgomery, are in poor condition (pavement rating of 60 and below) for a percentage of 21%.

 What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the latest general appraisal and condition rating.

Closed	 Poor	XX_
Fair	 Good	

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The initial pavement was constructed in the early 1900's. It has been resurfaced sometime in the last 10-15 years. The storm drainage system and curb are 20-50 years old and are in poor to fair condition. The Geometrics, Grades, alignment and sight distances are substandard which contribute its poor level of service.

after complet: occur? The submitted for particular jur:	ue 2 funds and ion of the agree	eement wit Committee jects to icipated s	h OPWC w will help j chedule.	ould the period of the period	he oper viewing the ac	ning of g sche ccuracy	bids dules of a
Please indicate circling the approximation	te the current ppropriate answe	t status ers below.	of the	proje ACCURA	ect dev ATE EST	velopme TIMATE.	ent by
a) Has the Cons	sultant been se	lected?			Yes	No	N/A
o) Preliminary	development or	engineeri	ng compl	eted?	Yes	No	N/A
) Detailed co	nstruction plan	s complete	d?		(Yes	No	N/A
) All right-o	f-way and easem	ents acqui	red?		Yes	No	N/A
) Utility coo	rdination comple	eted?			(Yes	No	N/A
ay. All Right f Way should be How will the health, welfa	rently working of Way Drawings e complete by Ju proposed information re, and safety effects of the sponse time,	s are compune 15. rastructur y of the e complet	lete. T e activ service	he agui rity in area? ect on	isition mpact (Typic n acci	of Ri the ge cal exa ident n	ght eneral amples
See Attached Sh	eet						<del>.</del>
a MINIMUM Additionally, preliminary e is to be fu betterment/exp be currently been approved Proposed fund Section 3.2, LOANS or CRE	ect involving G OF 10% of the local ju ngineering, in nded under Iss ansion are 100 on deposit wit or encumbere ing must be "Project Fina OIT ENHANCEMENT	the an risdiction spection, ue 2 or Sm % local. h the jurid by an calown on ncial Rescales.	ticipate must and rig all Gove Local ma sdiction outside a the Pr ources".	pay 10 pay 10 pht-of- ernment tching n, or c gency toject For a	nstruct 0% of t way. , the c funds ertific (MRF, c Applic projec	tion the cos If a pr costs o must e ed as l CDBG, e cation ct invo	cost.  sts of coject of any either naving etc.). under
What matching	funds are t	o be used	for this	proje	ct? (i	.e. Fed	deral,

State, MRF, Local, etc.)

Local

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

24.7%

4. The local Fire Department is located just east of the intersection of Cooper and Montgomery. Currently during rush hour, traffic often blocks their drive. This project is designed to increase the efficiency of this intersection and ultimately provide for an easier access to Cooper Road for the Fire Department. As the primary access to Bethesda North Hospital, improvements to the traffic flow on Montgomery Road will enhance EMS, Fire & Police response time.

By improving the roadway it is the City's hope that the downtown business district will expand to take advantage of the more accessible properties along Main Street. The increased efficiency of traffic on Montgomery Road should help existing and new business flourish.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID. Attach a copy of the document (ordinance, resolution, etc.) which imposes the ban.

CC	MPLE	TE I	BAN		I	PARTI	AL BAN		_ NO	BAN _	<u>X</u>	
Will	the	ban	be	removed	after	the	project	is	completed?	YES	NO	

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

The traffic counts for Montgomery Road and Main Street ar  $(19,850 + 10,685) \times 1.2 = 36,642$  users

Additionally, there is extensive school bus and Metro traffic.

For roads and bridges, multiply current <u>documented</u> Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit <u>must be documented</u>. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

The Montgomery Road and Main Street Corridor is a major North-South artery. It services the Communities of Kenwood to the South, Sycamore and Symmes Townships to the North, Blue Ash to the West and Indian Hill to the East. This area handles and extensive amount of Commuter Traffic, mainly due to Cross County Highway ending at Montgomery Road just South of the proposed project site.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2) - ROUND 5

LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) - ROUND 4

## FY 1993 PROJECT SELECTION CRITERIA - 7/1/92 TO 6/30/93

ADOPTED BY DISTRICT 2 INTEGRATING COMMITTEE, 2/21/92

		The second of th
JURISDI	CTION	AGENCY: CITY OF MONTGOMERY
PROJECT	IDEN	FIFICATION: SOMERY ROSO TIMPROVEMENT (REALLY, MAIN)
STREE	TE	con Mont comer, TERMINIGES ALLEY FROM
PROPOSE	D FUNI	INTEONERY DING:
70,	8/	
ELIGIBLI	E CATE	
/ <del>/</del>		
POINTS		TOTAL POINTS FOR THIS PROJECT - 36 HVI 50
10	1)	Type of project
_		10 Points - Bridge, road, stormwater 5 Points - All other projects
10	2)	If Issue 2/LTIP funds are granted, when would the construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)
		10 Points - Will definitely be awarded by end of 1992 5 Points - Some doubt as to whether it can be awarded by end of 1992 6 Points - No way it can be awarded in 1992
#6	3)	What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
	*	15 Points - Poor condition  12 Points -  9 Points - Fair to Poor condition  6 Points -  3 Points - Fair condition
	NOTE	

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 4) If the project is built, what will be its effect on the facility's serviceability?
  - 10 Points Significantly effect on serviceability (e.g., widen to add lanes along entire project)
    - 8 Points Moderate to significant effect on serviceability
    - 6 Points Moderately effect on serviceability (e.g., widen existing lanes)
    - 4 Points Little to no effect on serviceability
  - 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?
    - 3 Points 50% and over
    - 2 Points 30% to 49.9%
    - 1 Point 10% to 29.9%
    - 0 Points Less than 10%

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- 6) How important is the project to the HEALTH, SAFETY, and WELFARE of the public and the citizens of the District and/or the service area?
  - 10 Points Highly significant importance, with substantial impact on all 3 factors
    - 8 Points Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
    - 6 Points Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
    - 4 Points Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

SAGNAL & SUTERSCATION INFROVERING

2 7) What is the overall economic health of the jurisdiction?

- 10 Points Poor
  - 8 Points -
  - 6 Points Fair
  - 4 Points -
  - 2 Points Excellent

- what matching funds are being committed to the project, 8) expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 5 points. MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS
  - 5 Points More than 50%
  - 4 Points 40% to 49.9%
  - 3 Points 30% to 39.9%
  - 2 Points 20% to 29.9%
  - 1 Point 10% to 19.9%
- 9) Has any formal action or orders by a federal, state, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures, EPA orders to replace or repair sewerage, and moratoriums on building permits in a particular area due to local flooding downstream. POINTS CAN BE AWARDED ONLY IF CONSTRUCTION OF THE PROJECT BEING RATED WILL CAUSE THE BAN TO BE REMOVED.
  - 10 Points Complete ban
  - 5 Points Partial ban
  - 0 Points No ban

10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.



10 Points - 10,000 and over The SAY 10,000 + AUT 1

8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499

6 Points - 5,000 to 7,499

4 Points - 2,500 to 4,999

2 Points - 2,499 and Under

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- 11) Does the infrastructure have REGIONAL impact? Consider originations & destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc. (Functional classifications to be revised in the future to conform to new Surface Transportation Act.)
  - 5 Points Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal-Aid Primary routes)
  - 4 Points -
  - 3 Points Moderate impact (e.g., principal thoroughfares, Federal-Aid Urban routes)
  - 2 Points -
  - 1 Point Minimal or no impact (e.g., cul-de-sacs, subdivision streets)